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No. 27-156 HONG KONG, THURSDAY, APRIL 18, 1929. PRICE \$3.00 Per Month.

BRITAIN AND HER WAR DEBTS

MORE DISCUSSION

MR. SNOWDEN'S COMMENT CAUSES A STIR

M.P.'S SPEECHES

London, Yesterday.

In the course of the debate on the Budget, Sir Laming Worthington Evans (Secretary for War) replied to the attack made yesterday by Mr. Philip Snowden, who was Chancellor of the Exchequer in the Labour Government, upon the allied debt settlements.

Regarding the figures quoted by Mr. Snowden, purporting to show that the United States had extracted from France and Italy better terms than Great Britain had, Sir L. Worthington Evans pointed out that these were merely lump sums—a total of all the annual payments to be made year by year over a period of 62 years without any regard for the time of payment.

Sir L. Worthington Evans continued: "Now I come to the most serious aspect of Mr. Snowden's speech, and I want to be very careful to pick my words. We were all greatly surprised and startled yesterday by the statement which Mr. Snowden made that he and his party would, if returned to power, hold themselves free to repudiate the fundamental principle of the Balfour Note, namely, that Great Britain should take no more from Europe by way of debt and reparations than she requires to pay her own obligations to the United States. That principle has been for seven years the foundation of treatment of the European debt problems by every Government that has held office. It would surely be a wanton and reckless act, in no way called for by anything that has occurred for Mr. Snowden and his party now to threaten to repudiate the principle upon which every forward step towards European reconstruction and peace has been taken. If such a declaration were persisted in and Europe were led to believe that the policy aimed at was to obtain larger payments of debts and reparations than were required for our payments to the United States the utmost injury would be done not only to British interests but to the wider interests of world peace. He believed that Mr. Ramsay MacDonald was speaking later in debate, and he asked him formally whether he accepted and endorsed the declaration of Mr. Snowden and if it constituted the official policy of the Labour Party.

No Apology: No Withdrawal

Mr. Snowden, rising, said he was surprised that any observations of his should be the subject of Cabinet discussion and a Cabinet memorandum presented to that House. He added: "I decline to make any apology for what I said yesterday. I don't intend to withdraw a single word of it. I must express my surprise at the prominence and attention that has been given to my remarks, for it was by no means the first time that I have made that statement in the House of Commons. He continued that the policy of the Labour Party regarding the debt settlement had often been stated. It was that they would favour an all-round cancellation of the debt and reparations. That policy was enunciated in the concluding sentences of Lord Balfour's memorandum, which he (Mr. Snowden) proceeded to quote. It was not that part of the Balfour Note that he attacked yesterday. It was to the other part of the Note that if all-round cancellation could not be secured we should put the burden on ourselves for the benefit of our continental neighbours that the Labour Party here opposed and always had been opposed. The Labour Party had been taunted with being friends of every country but their own. I am sufficient of Englishman, declared Mr. Snowden, not to be content to see my country and my people bleed white for the benefit of other countries who are far more prosperous than ourselves."

"Not A Word"

He recalled the words he used yesterday and asserted there was not a word there about the repudiation of the debt. As to the circumstances which were likely to arise when they would hold themselves open to repudiate the conditions of the Balfour Note did the Government think present conditions in regard to international debt and reparations were likely to be permanent.

DISARMAMENT

SOME SWEEPING CHANGES ADVOCATED

WHAT THE TURKS WANT

Geneva, Yesterday.

At the Disarmament Committee meeting Tewfik Rushdi Bey, the Turkish Foreign Minister, urged the examination of the Turkish plan for disarmament on the basis of equality with other schemes. Hussein Khanala, the Persian Minister to Paris, emphasised the importance that Persia attached to the reduction of Armaments.

M. Litvinoff then outlined the Soviet Disarmament Scheme, providing, *inter alia*, for the abolition of bombing aeroplanes and dirigibles, and destruction of all bombs which can be dropped from the air, the manufacture of which would be prohibited. The scheme also provides for the prohibition of chemical warfare and destruction of poison gas factories.

Viscount Sato thought that the Soviet scheme went beyond the framework of the Committee, whilst Count Bernstorff urged the Committee to take into account the useful Russian suggestions.

M. Massigni (France), contended that the Soviet plan was impracticable.

Soviet Proposals

The Soviet Disarmament proposals also provide a complete abolition of tanks and heavy artillery, the suppression of aircraft carriers, the gradual replacement of battleships by vessels of 10,000 tons within a period of 13 years and a limitation tonnage and the number of submarines.

An Acute Stage

An acute stage has been reached as to whether the Soviet Disarmament proposals should be discussed instead of the Preparatory Disarmament Committee's own draft convention adopted in 1927.

M. Litvinoff yesterday argued that security could be obtained by disarmament. He asked for an unequivocal reply whether his draft was acceptable or not.

The Chairman, M. Loudon, said that M. Litvinoff could submit amendments to the 1927 draft.

M. Litvinoff then insisted that a vote be taken on the pivot of the Soviet draft, namely, the principle of reduction but not limitation of armaments; secondly, the principle of proportional reduction; and thirdly, the principle of co-efficients of armed forces. He declared that if the Committee rejected these principles the Soviet draft convention would fall through.

The committee were placed in an embarrassing position and adjourned to enable the delegates to consider the extraordinary situation.

The silence of Lord Cushendun and Mr. Hugh Gibson caused a surprise.—Reuter.

BIAS BAY

WARNING AGAINST COMING PIRACY

500 MEN ARMED

The Police have received information as follows:

A former military commander has established himself at Bias Bay, with about 500 men, all armed with modern weapons, for the purpose of piracy and robbery.

A large quantity of cloth, stolen from an unknown pirated ship, was recently sold openly. A pirate leader named Lam Tsui, aged about 45 years, native of Fan Lo-kong, has established relations with the bandit gang mentioned above, and these men will probably attempt a piracy in the immediate future.

TROUBLE THREATENS FOREIGNERS

ANOTHER OUTBREAK

TUG MANNED BY ROYAL NAVY FOR CHANGTSEH RELIEF

HOPES OF RISE IN RIVER

Changsha, Yesterday.

Foreigners in Changtseh (in the north of Hunan province, on the Yuan River, a tributary of the Yangtze) are believed to have been threatened by trouble again.

A shallow draft tug, manned by a party from the gunboat, H.M.S. "Widgeon," accompanied by the British Consul at Changsha, is endeavouring to evacuate the foreigners in Changtseh. It is hoped that the rise in the water will allow the tug to reach Changtseh in two days.—British Naval Wireless.

[Mr. Gabb of the A.P.C. was wounded, robbed and captured, and escaped. The Roman Catholic Mission was looted. Gunboats of the Royal Navy cannot reach Changtseh on account of the river being shallow at this time of the year. The tug will not be the first vessel manned by the Royal Navy for evacuating foreigners from this part of China. The Indo-China S.N. Co.'s s.s. "Kiawo" was manned by the Royal Navy in the Wansien epic.]

SMALL-POX SCARE

THE FRENCH REGULATIONS SUSPENDED

PRECAUTIONARY MEASURES

Paris, Yesterday.

The French Government's small-pox regulations have been suspended until further notice.

A decision provisionally to suspend the order was reached by the Cabinet this morning after consideration of the British Note.

M. Loucheur, Minister of Health, explained the position to the Cabinet, and admitted that local Port Authorities had applied to the International Sanitary Convention without referring to him. French and British health authorities will confer as to precautionary measures.

London Outbreak

London, Yesterday.

There are now 202 cases of small-pox in London, also 11 "suspects" under observation.

There are no further victims from the Tuscania, the number of which cases remains at 12. The Tuscania cases are virulent but most of the others are of a milder type.

British Embassy Note

The British Embassy handed the French Foreign Office a Note this morning urging the suspension of the vaccination regulations, pending further consideration of the matter, and consultation between the two Governments.—Reuter.

No Evidence in England

In the House of Commons, Sir Austen Chamberlain (Secretary of State for Foreign Affairs) said that one of the communications made by His Majesty's Government to the French Government referred to the restricted character of small-pox in England. There was nothing in the nature of an epidemic.—Reuter.

IN PORTUGAL

ALLEGED PLOT AGAINST THE GOVERNMENT

SUSPECTS RELEASED

Lisbon, Yesterday.

The release has been ordered of the persons arrested for alleged plotting against the Government.—Reuter.

GERMANY'S NAVY

PERFORMANCE OF "POCKET BATTLESHIP"

FASTEST AFLOAT

New York, Yesterday.

The new German cruiser "Ersatz Preussen" may necessitate a revision of the Washington Treaty "rule" governing ship design.

This is stated in a bulletin issued by the United States Navy Department, drawing attention to the performance of this so-called "pocket-battleship," which, it is declared, has a fighting strength greatly superior to the Treaty class 10,000-ton cruisers.

It is pointed out that the "Ersatz Preussen" has a fuel capacity for a continuous voyage of 10,000 miles at twenty knots, which is beyond the possibilities of any other vessel afloat. She is faster than any existing battleship. The bulletin adds, "It is difficult to see how any vessel except a battle-cruiser could deal with such a ship."

The "Konigsberg"

Wilhelmshaven, Yesterday.

The new cruiser "Konigsberg" has been commissioned by her Commander, Captain von Rotha who, in a stirring address to the crew, recalled the deeds of her two predecessors during war time.—Reuter.

FINE!

To-day's weather report from the Royal Observatory stated:

The anticyclone is still indicated to the east of the Bonins. Another has developed over North China and South Manchuria.

Pressure is relatively low over Japan and the China Sea. Forecast for to-day or variable winds, light to moderate; fine.

CRUEL FARMER

QUESTION OF FLOGGING TO BE REVIEWED

A SUSPENSION

Pretoria, Yesterday.

The flogging penalty in the case of Jack Nafte, the white farmer, convicted of manslaughter of a native has again been suspended, an official application having been granted by the Supreme Court to defer the flogging until this evening, to enable an application to be made to Justice Solomon to review the matter.

Application Refused

Justice Solomon has refused the application to review the sentence of ten lashes imposed on Nafte. It is understood that a further appeal will now be made to the Appellate Division at Bloemfontein.—Reuter.

U.S. REFORM

IN FARM RELIEF AND TARIFF

PRESIDENT HOOVER'S VIEWS

Washington, Yesterday.

President Hoover's message to Congress expressed agreement with the Congressional leaders' views that the session should be limited to the consideration of Farm Relief measures, and limited changes in the tariff rates.

The exceptions would include the enactment of Bills for taking the 10-yearly census and the reapportionment of seats in the House of Representatives.—Reuter's American Service.

BIG AIR TRANSPORT DEAL

A LINKING-UP

TWO LARGEST COMPANIES NEGOTIATE

\$3,000,000 INVOLVED

New York, Yesterday.

A deal linking up two of the largest Air Transportation Companies in America, concluded yesterday when the United Aircraft and Transporting Company acquired 50,000 shares in Aviation Corporation of the Americas with representation on the latter's Board.

Over \$3,000,000 are involved. The former Company controls the Pacific Air Transport Company while the latter owns the Pan-American Airways and all the important operating companies controlling the many thousand miles of airways in North America and Central America.—Reuter's American Service.

TRAGIC DEATH

MAJ.-GENERAL SIR W. BIRKBECK KILLED

FALLS OVER CLIFFS

London, Yesterday.

Major-General Sir William Birkbeck, Director of Remounts at Army Headquarters from 1912 to 1920, has been killed at Saint Briac near Dinard.

He lost his footing on the top of the cliffs and fell over 100 feet to the rocks below.—British Wireless Service.

[Maj.-Gen. Sir William Birkbeck, K.C.B., C.B., C.M.G., Order of the Rising Sun, 3rd Class; 1st Dragoon Guards; was born in 1863; son of the late Joseph Birkbeck of Seattle, Yorks; married in 1905, Mabel, daughter of Alexander D. Shaw and widow of G. L. Myers; They had three sons.

Maj.-General Birkbeck entered army in 1883; Captain, 1890; Major, 1897; Lt.-Col. 1900; served Hazara, 1888 (despatches, medal and clasp); Chin Lushai, 1889-90 (despatches, clasp); South Africa, 1899-1902 (despatches twice, brevet Lt.-Col. and C.B., two medals and clasps); attached to Japanese 3rd Army in Manchuria, 1905; Commandant of the Cavalry School at Netteravon, 1906-11; Director of Remounts at Army Headquarters 1912-20; retired pay, 1920.]

MR. MELLON

SENATE'S DECISION AS TO HIS POSITION

CONTINUES IN OFFICE

Washington, Yesterday.

The Judiciary Committee of the Senate, enquiring into Mr. Mellon's position have decided that Mr. Mellon might continue in office in the Hoover Cabinet without re-nomination.—Reuter's American Service.

Judiciary Committee Adjourns

The Judiciary Committee has adjourned till April 19 to consider the question as to whether Mr. Mellon's business connections bar him from holding a seat in the Cabinet.—Reuter's American Service.

[Mr. Mellon, by some, was believed to be ineligible for office as he still continued to engage in business.]

U.S. TARIFF

THE QUESTION OF READJUSTMENT

SMOOTH-HAWLEY BILL

New York, Yesterday.

The Washington correspondent of the "Herald-Tribune" says that it is reported among the leaders of the House of Representatives that only about 15 per cent. of the rates under the Old Fordney-Gumbar tariff will be readjusted by the new Smooth-Hawley bill.

The changes are mainly upward revisions in agricultural items.—Reuter's American Service.

"THE BEST PEOPLE"

BANVARD COMPANY SCORES ANOTHER SUCCESS

"UPROARIOUS MIRTH"

The Banvard Co. scored another success last night at the Star Theatre and played "The Best People" to a full house. The joint authors are David Grey and Avery Hopwood, and they have provided a dialogue full of wit and satire which was thoroughly appreciated by an audience who were "remarkably quick on the uptake" and showed it by uproarious mirth.

The play concerns the very real problem of "What to do with our Bright Young People," and having seen this problem from all angles the authors proceed to solve it in a manner as unsatisfactory as it is convincing. By this we mean unsatisfactory for the unfortunate parents. The Young People themselves (in spite of their heart-aches and quick, despair) seem to get pretty much what they need out of life in the end.

So parents, let us advise you to go and see this play (but leave your off-spring at home if you can—they know quite enough already)—and then, when your turn comes one day perhaps you'll manage to view the problem in a similar light-hearted manner!

The Father

Reginald Tippet played the delightful part of the father with just the right touch of humour and sympathy—and left us feeling that although few mothers are quite as devastating as Valentine Clemow's "Mrs. Lennox" it would be well if all fathers were as charming as this one.

Kathleen Vaughan was delightfully natural as the high-spirited Marion, and made the part most attractive; while Elana Aherne was diligent and appealing in the rather colourless part of Alice.

It is doubtful if any chorus girls are quite so meek as Alice, or so blatant as Millie, but it is quite certain that Josephine Kilfoyle made a real hit in the latter part, which she plays in true Talullah Bankhead style! She infused an amazing amount of life and energy into the part of Millie and "brought the house down" whenever she appeared, "getting away" with the most outrageous remarks by the careless abandon with which she uttered them.

Others in the Cast

Bardy Russell as Lord Rochmere, T. W. Sleight as Bertie and Annie Chippendale as Miss Tale were all extremely good.

Ormiston Miller gave a very manly and unforced presentation of the part of "Henry" and Henry J. Corner was perfectly delightful throughout all his scenes as the unfortunate Uncle.

"The Best People" is a very clever and amusing play, and it is to be hoped that the Banvard Company will find time to give it again, so that those who were too late in applying for seats last night may have another chance of seeing it.

—ACWO.

PUBLIC BATHS

ANOTHER ADDED AND MORE TO BE BUILT

"WAITING FOR WATER"

The scheme for providing free baths to the coolie class by the Government is progressing. One bath-house at Laichikok-road has been completed at a cost of \$50,000. It is a two-storey building, and on the first floor there are forty apartments, all fitted with hot and cold showers. The ground floor is for the engines and boiler; quarters for the bath-house attendants are situated at the rear of the building. The bath-house will not be open, it is understood, until the reservoirs are again filled to overflowing. The average consumption of water to keep the bath-house open to the public is estimated to be 1,000,000 gallon per month.

It is stated that similar bath-houses will be built in Hungnam and Kowloon City.

Volcanic activity is reported from the neighbourhood of Vatna Jokull, the great ice cap in South Eastern Iceland.

According to the Jidglovsk journal "Vreme," a Government Press Bureau, with a State Secretary at its head, opened on April 1 as the sole source of news concerning the Government's policy and actions.

Mr. Bernhard Baron, chairman of Carreras Ltd., has notified the authorities of the Royal Sussex County Hospital, Brighton, that he is sending them \$5,000 towards a new operating theatre. He recently gave \$10,000 for a new casualty department at that hospital.

SOLDIERS' "OLD GAME"

SENT TO JAIL

THEFT OF JADE FROM A CHINESE SHOP

REGIMENT LET DOWN

William Hayne and William Macdonald, both Privates of the 1st Battalion, Somerset Light Infantry, were this morning charged before Mr. E. W. Hamilton at the Central Magistracy, with unlawfully and feloniously breaking and entering No. 48, Queen's-road Central yesterday, and stealing a box containing two pieces of jade and a string of jade beads, worth \$320.

A Captain from the Regiment sat on the bench with the Magistrate. Both accused entered straightforward pleas of "guilty," and in reply to the Magistrate said that they had nothing to say before sentence was passed on them.

After reading the accused's records presented by the Officer, his Worship said that he supposed that the accused's action was the "old game" by which they hoped to get out of the service.

He pointed out to the accused, however, that in behaving as they did they had not only let down their Regiment, but they also let down the white man in this Colony. Sentence of three months' hard labour each was passed.

No Compensation

Inspector Murphy raised the question of compensation to the complainant, remarking that damage done to the window was to the extent of \$50.

His Worship said that he did not think that he could do anything for the complainant in that direction. He thought that the offence had been sufficiently met by the sentence of three months' hard labour passed on the two accused.

His Worship added that the Regiment might do something in the matter of compensation, but he could not make any order.

Story of the Incident

The ground floor of No. 48, Queen's-road Central, where the offence was committed was occupied by the Loong Shing firm of jewellers.

A show-window in this shop was smashed by one of the two accused at 7.40 p.m., and the jades extracted by them. A foki of the shop, who saw the theft, immediately gave the alarm and chased the two soldiers. After a short run they were both apprehended by the Police and taken to Police Headquarters.

The stolen jades, which were recovered intact, were produced in Court together with two "swaggers" stuck belonging to the accused. One of these had its knob heavily loaded with lead and bore a dent. It is believed that this was the weapon used by one of the two men to break the glass in the show-window.

TRAFFIC OFFENCES

PORTUGUESE WHO LACKED A LICENCE

A CHANGE OF OWNERSHIP

A Portuguese named A. Graca was yesterday afternoon summoned before Major C. Wilson, O.B.E., at the Central Magistracy, for driving a motor cycle without a licence, and for failing to notify the Police of the change of ownership of the machine.

The defendant was stopped by Traffic Sub-Inspector Nicol in Victoria-road, between Polkium and Kennedy Town, and when asked to produce his licence confessed that he did not possess one.

Defendant said that the cycle did not belong to him. He was merely looking after it for Mr. May, who was absent from the Colony.

His Worship imposed a fine of \$5 on the first count and dismissed the other.

Some 250,000 acres of arable land in Greek-Thrace are now under water, which to a large extent has become frozen over. Cornfields have been destroyed and cattle have perished.

A deadlock has been reached in the Australian Industrial Peace Conference owing to the uncompromising attitude of the more militant trade unions. The break-up of the conference is looked upon as a foregone conclusion.

(Continued on Page 14.)

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All replies under this heading must be called for.

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TO LET.—GODOWN, 150, Praya East. Apply: GANDE, PRICE & CO., LTD.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 587, Nathan Rd.

TO LET.—"Norman Cottage" East, Seth's Corner, furnished 8 roomed house. Garage for Austin "7". Early occupation. Apply to Percy Smith, Seth & Fleming.

FOR SALE.

FOR SALE.—"Barkers," Sai Wan. A fine 4-roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 584, c/o "China Mail."

FOR SALE.—Large Rickshaw, in perfect condition; pneumatic tyres; recently overhauled. Can be seen any time. Y.M.C.A., Kowloon.

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PUBLIC AUCTIONS.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd day of April, 1929, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

Lot No.	Area	Boundaries	Remarks
1	1.50	North: Shamshui River; South: Shamshui River; East: Shamshui River; West: Shamshui River.	Approx. 1.50

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, April 19, 1929, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of POSTAGE STAMPS (Catalogues will be issued.)

One View from Thursday, April 18, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.
Hong Kong, April 16, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, April 20, 1929, commencing at 11 a.m. at their Sales Room, Duddell Street.

4 Bales Scarlet Blankets.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, April 16, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, April 23, 1929, commencing at 11 a.m. at No. 17, Jordan Road, First Floor, Kowloon.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

Comprising:—Teak Roll Top Desk, Table Fan, Pictures, Rugs, Teak Hatstand, Curtains, Valances, Electric Fittings, etc., etc.
Teak Dining Table, Dining Chairs, Sideboard, Ice Chest, Glass and China Ware, Kitchen Utensils, etc., etc.
Teak Double Bedstead with Spring Mattress and Mosquito Net, Teak Dressing Table with Plate Glass Cover, Teak Wardrobe, Chamber Stand, Washstand, etc., etc.

A Quantity of VALUABLE BLACKWOOD FURNITURE and One Gramophone and Records. Catalogues will be issued. On View from Monday, April 22, 1929.

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LAMMERT BROS., Auctioneers.
Hong Kong, April 16, 1929.

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Head Office:—25, Des Voeux Road Central. Tel. C. 6234.
First Branch:—No. 5, D'Agular Street. (For Ladies only) (Telephone No. C. 6234)
Second Branch:—No. 22, Queen's Road Central. (For Ladies & Gents) (Near Ground floor of Kowloon Building).
Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.
Business Hours:—8 a.m. to 7 p.m. on week days. 12 noon to 6 p.m. on Sundays.

NOTICES.

HONG KONG GENERAL CHAMBER OF COMMERCE.

A GENERAL MEETING OF MEMBERS will be held on FRIDAY, the 19th April, 1929, at 4.45 p.m. in the OFFICES of the CHAMBER OF COMMERCE, to nominate a Member of the Chamber for appointment to the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Notice in writing of the Names of Candidates and their proposers and secondors to be lodged with the Secretary at least 48 hours before the time appointed for holding the Meeting.

By Order,
M. F. KEY,
Secretary.
Hong Kong, 12th April, 1929.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNITED ASBESTOS ORIENTAL AGENCY will be held at the Offices of the Undersigned on WEDNESDAY, the 24th day of April, 1929, at eleven o'clock in the forenoon for the purpose of considering and if thought fit passing the following resolution as an extraordinary resolution, that is to say:—

That the Company be wound up voluntarily and that Dodwell & Co., Ltd., of Hong Kong, be appointed Liquidators for the purpose of such winding up.

AND NOTICE is hereby given that a further Extraordinary General Meeting of the above-named Company will be held at the same time and place on FRIDAY, the 10th day of May, 1929, for the purpose of confirming the above-named resolution as a Special Resolution.

Dated this 16th day of April, 1929.
DODWELL & COMPANY, LIMITED,
General Managers.

THEATRE ROYAL for TWO WEEKS. A. CARPI'S ITALIAN GRAND OPERA COMPANY

Thursday, April 25,
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Friday, April 26,
LA TRAVIATA.
Saturday, April 27,
RIGOLETTO.

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STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for April (Standard Time of the 120th Meridian, East of Greenwich), are as follow:—

	Sunrise.	Sunset.
April	a.m.	p.m.
18	6.01	6.45
19	6.00	6.45
20	6.00	6.46
21	5.59	6.46
22	5.58	6.46
23	5.57	6.46
24	5.57	6.47
25	5.56	6.47
26	5.55	6.48
27	5.54	6.48
28	5.53	6.48
29	5.53	6.49
30	5.52	6.49

NOTICES.

NAVY LEAGUE

THE ANNUAL MEETING of the above will take place on FRIDAY, 19th Inst. at 5.30 p.m. in the Board Room of Messrs. Jardine, Matheson & Co., Ltd. (by kind permission).

Business:
(1) To receive and pass accounts
(2) To elect the committee
(3) To transact General Business.

L. M. WHYTE,
Hon. Sec.
Hong Kong, 10th April, 1929.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 29th April, 1929, at 11 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th of April to 29th of April, both days inclusive.

DOUGLAS LARPAK & CO.,
General Managers.
Hong Kong, 17th April, 1929.

FANLING HUNT STEEPCHASES SUNDAY, 21st April.

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THE HONG KONG SPORTING ARMS AND AMMUNITION STORE
5-6, Beaconsfield Arcade.

MATTERS ECONOMIC

(Continued From Page 2)

hand and myself on the other, in order that, when you read the succeeding memoirs that I contemplate writing, you will not do so with a lurking suspicion in your minds to the effect that I am at all influenced by Japanese interests in the advice which I am giving you.

In 1882 I was called to Tokyo by the Japanese Government to occupy the chair of Civil Engineering in the Imperial University at that city. I found there a number of highly intelligent young men in the engineering classes, but a curriculum that was laid out mainly on theoretical lines. This I immediately proceeded to change by introducing into it, to the greatest extent possible, practical engineering given by both book instruction and fieldwork. The change proved acceptable to both the students and the University authorities, and I gradually enlarged the practical features of the curriculum during the four years of my sojourn in the Land of the Rising Sun. It was there that I wrote my first two books, the first, published in America, being "The Designing of Ordinary Iron Highway Bridges," and the second "A System of Iron Railroad Bridges for Japan." The latter was specially written for and published by the Japanese Government as one of a series of memoirs that were being issued from time to time of various subjects by the University.

Old Students
After my return to America, where I opened an office as Consulting Engineer, I was followed there, at first by my old students and afterwards by other graduate Japanese engineers, all of whom worked for a while (generally from two to four or even five years) in my office and in the offices of other engineers with whom I placed them, or in field or shops, where I was often successful in locating them. Some Japanese came to me solely for the purpose of securing introductions to prominent persons or companies in the United States; and to these I gave letters of introduction—often directed to people whom I did not know personally. As far as I have learned not one of these letters was ever ignored by the recipient—which goes to show that Americans have a kindly feeling for the people of the Orient and a real desire to be of service to them.

For some thirty-five years I thus trained many of the young engineers of Japan, at first in Kansas City and afterwards in my New York City office; but of late they have almost ceased coming to me. I have now only one Japanese in my employ.

During forty years I thus served Japan faithfully and well, always devoting to her interests the best that was in me—for the first four years under salary and thereafter as a matter of love and affection and not as a mere duty. I have constantly been imparting to her young men what I have learned in my long professional career, often directly but mainly through the technical treatises that I have written, which books are widely used by the engineers of Japan. My days of direct service to that country are past, and her young men no longer need my aid in their professional advancement. The Japanese engineers have learned about all that I know, and now are able to travel alone in the engineering world. This is truly a great satisfaction to me—one of the greatest of my entire professional career; for success is not to be measured by the amount of money accumulated but by that of service rendered.

As just indicated, my professional connection with Japan for several years has been ended, but there remains a firm and enduring friendship

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THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Bedkton, from Hankow.
Green, Topside Dairy Farm, Kowloon, from Shanghai.
Phillips, Postbox Sixsixty, from Medan.
Desmond Power, Peninsula Hotel, from Manila.
Wardley Tappan, from Shanghai.
Xanthites, from Shanghai.

S. LACK,
Superintendent.
Hong Kong, April 11, 1929.

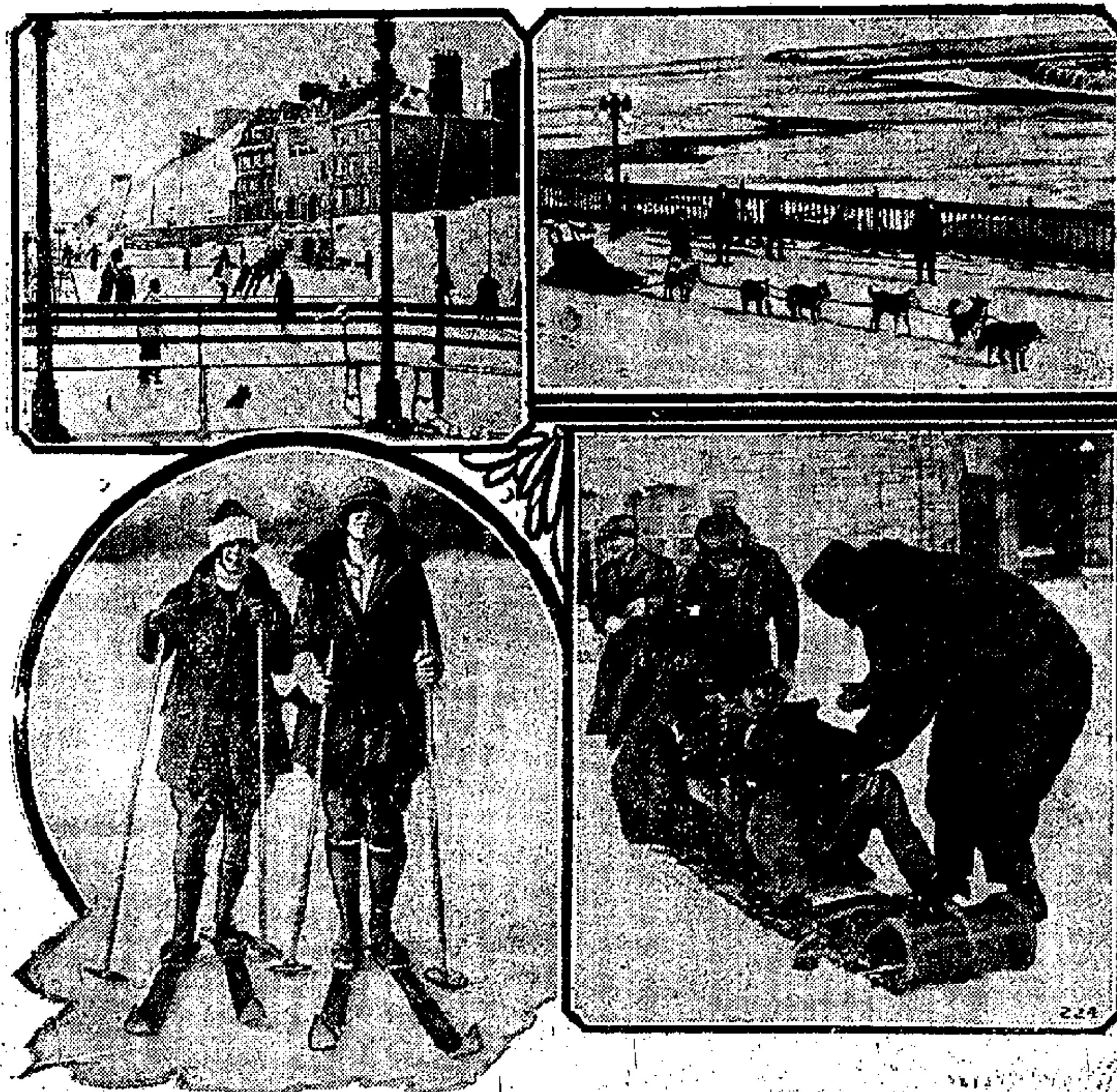
THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Illingworth, Overbays, from Shanghai.
Hsu Chang, from Wrentham Mass.

Lawrence Evans, "President Jefferson," from Yokohama.
Austin Road 6, from Kagoshima.
Maus, Manila Hotel, from Kobe.
E. V. JESSEN,
Superintendent.
Hong Kong, April 11, 1929.

technical, educational, and economic lines.

In offering these memoirs on economic subjects, I by no means claim to be an authority on "political economy," although generally recognised as one on "engineering economics"; nevertheless, no observing and thinking man who has reached the age of seventy-five years and has travelled a great deal can fail to acquire some notions of his own on matters in the line of political economy; and it is with such matters that I expect to deal in certain of the memoirs of this proposed series.



Jack Strathdee, the very able winter sports director at the Cha-teau Frontenac, his friends will be pleased to learn, is losing weight. Jack runs the summer camp at French River in the fishing season and he took his present job for the reason that he wanted to rest and draw a salary at the same time. When he has time to reflect, and this is seldom, he longs for the easy job of operating a camp and handling a crowd of Indian guides. He finds no rest, for during every daylight hour there is something doing on the ski hill, on the rink, on the alpine, and a hundred people to provide with sports equipment and direction. But he keeps it as they all do. The ski is bracing and invigorating and there is lots of fun.

In the group above one sees the director assisting their Excellencies Lord and Lady Willington who have just come down the slide for the third time. The other group perhaps explains why he finds so much pleasure in his work and why he has taken up skiing again. There is also a picture of his rink which shows how the alpine in the background drops down steeply from the citadel.

But take the other picture. This will show you Jack Strathdee's most recent discovery. Beyond the dogs and the terrace is a field of free ice. Beyond that the lake of Orleans is a shadowy form. Now to the left of the island, just above the lamp standard, great slabs and chunks of crystal and opaque ice hurled themselves in a mass, is hailed as a great discovery.

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S.S. "ROSANDRA"	Sails on or about 28th April.
S.S. "FIUME"	Sails on or about 14th May.
S.S. "VENEZIA"	Sails on or about 23rd May.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA"	Sails on or about 1st May.
M.V. "ESQUILINA"	Sails on or about 3rd May.
S.S. "ROSANDRA"	Sails on or about 25th May.
M.V. "ROMOLO"	Sails on or about 28th May.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 1st May.
SHINYO MARU	Wednesday, 15th May.
SIBERIA MARU	Wednesday, 15th May.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Monday, 22nd April.
TOYAMA MARU	Monday, 22nd April.
MISHIMA MARU	Monday, 22nd April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 20th April.
KITANO MARU (Calls Hull)	Saturday, 4th May.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 24th April.
AKI MARU	Wednesday, 24th April.
KAGA MARU	Wednesday, 24th April.
BOMBAY via Singapore, Penang, & Colombo.	Saturday, 27th April.
BENGAL MARU	Saturday, 27th April.
HAKODATE MARU	Wednesday, 1st May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Friday, 19th April.
RAKUYO MARU	Friday, 19th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Monday, 6th May.
HAKATA MARU	Monday, 6th May.
NEW YORK via PANAMA.	Friday, 19th April.
TOBA MARU	Friday, 19th April.
LISBON MARU	Monday, 29th April.
LIVERPOOL via Port Said, Geneva, Marseilles.	Tuesday, 23rd April.
LIMA MARU	Tuesday, 23rd April.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 19th April.
RANGOON MARU	Monday, 29th April.
TOKUSHIMA MARU	Monday, 29th April.
SHANGHAI, KOBE & YOKOHAMA.	Friday, 19th April.
DAKAR MARU	Friday, 19th April.
KAGA MARU (Nagasaki direct)	Saturday, 20th April.
TOYOHASHI MARU	Saturday, 20th April.
ATSUTA MARU	Tuesday, 30th April.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Saturday, 11th May.
AMUR MARU	Saturday, 11th May.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Tuesday, 23rd April.
LAPLATA MARU	Tuesday, 23rd April.
BOMBAY—Via Singapore & Colombo.	Friday, 19th April.
CHIFUKU MARU	Friday, 19th April.
HONOLULU MARU	Saturday, 4th May.
DURBAN, LOUENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR, MOMBASA—Via Singapore & Colombo.	Thursday, 2nd May.
MEXICO MARU	Thursday, 2nd May.
CALCUTTA—Via Singapore, Penang & Rangoon.	Wednesday, 24th April.
BOERNE MARU	Thursday, 2nd May.
SEATTLE MARU	Saturday, 18th May.
KASADO MARU	Saturday, 18th May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports	Monday, 29th April.
LONDON MARU (From Shanghai)	Monday, 29th April.
MELBOURNE—Via Manila, Brisbane & Sydney.	Wednesday, 8th May.
HIMALAYA MARU	Wednesday, 8th May.
BANGKOK—Via Saigon.	Thursday, 25th April 10 a.m.
HAIPHONG—Via Saigon.	Thursday, 25th April 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Sunday, 21st April.
ARGUN MARU	Sunday, 21st April.
JAPAN PORTS.	Sunday, 21st April.
ARGUN MARU	Sunday, 21st April.
GANGES MARU	Wednesday, 24th April.
KEELUNG—Via SWATOW & AMOY.	Sunday, 21st April 3 a.m.
HOZAN MARU	Sunday, 21st April 3 a.m.
TAKAO—Via SWATOW & AMOY.	Sunday, 21st April 3 a.m.
TAKAO & KEELUNG	Sunday, 21st April 3 a.m.
BATAVIA MARU	Sunday, 21st April 3 a.m.

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**SHIPPING SECTION.****MARINE COURT**UNLAWFUL MOORING BY
JUNK PEOPLE

Lance-Sergeants Lamont and Goldsmith, of the Water Police, figured in the prosecution of similar cases taken separately at the Marine Court this morning before Commander J. B. Nevill, D.S.O., R.N.

Charges of making fast outside five other junks while the latter were alongside the s.s. "Batavia" and the s.s. "Hsin," respectively (both vessels being moored to buoys in mid-stream), were made against the master and a mistress of cargo junking on the measure.

Both accused were fined \$5 or five days in jail.

CLYDE NAVIGATIONBILL READ A SECOND
TIME

When the Clyde Navigation Bill came up in the House of Commons, for the discussion on second reading, there was no sign of opposition and consequently speaking on the measure.

Sir Newton Moore said that he understood some objection had been taken to certain clauses in this bill. He was anxious to know why the opposition had been withdrawn.

Mr. J. B. Cooper said that since he had been in the House of Commons, he had been in opposition to the bill there had been a conference with the chairman and other members of the Clyde Trust, and the result of which the promoters had been made by which the promoters had agreed to change certain conditions which would have affected the question of stavedoring on the Clyde. He and those who had supported him had accepted the arrangement with the Clyde Trust, and consequently withdrew their opposition.

The bill was thereupon read a second time.

OIL-FIRE SHIPSU.S. SHIPPING BOARD
EXPERIMENTS

The Commercial Secretary to H.M. Embassy at Washington reports as follows:

The Shipping Board has been experimenting with satisfactory results on an apparatus that would allow the use of pulverised coal in oil-fired ships. The case oil resources gave a statement to a statement made by the Secretary of the Navy.

The coal, said Mr. Wilbur, coming to the burner, is pulverised by an electric motor right at the face of the furnace, and the coal dust is blown in as soon as it is pulverised. The apparatus seems to work satisfactorily, and I am speaking of it here not because of the details involved in the proposition, but because, with the apparatus, which seems to be further out than we thought a year ago, and with our ships all equipped as oil burners, it is extremely important, if we cannot develop our shale oil resources in time to have some method of utilising our plant with the coal and the burning of coal dust, pulverised to the fineness of talcum powder, seems to offer a solution of that problem if our experiments justify our expectation.

SHIPPING BREVITIES

Official figures of the number of passengers arriving and departing from the Colony by river steamers for the month ended April 13 are: Arrivals, 23,772; departures, 21,733.

A case of suspected leprosy was discovered among the Chinese passengers on board the s.s. "Nag Sang," a British vessel which arrived here yesterday. Her last port of call was Singapore, and she is discharging cargo transhipped from Calcutta.

MOVEMENTS OF STEAMERS

The Dollar Liner "President Wilson" sailed from Shanghai yesterday and is due here on Saturday, April 20, at 7.00 a.m. She will continue her trip Round-the-World on Sunday, April 21, at 8.00 a.m.

The American Mail Liner "President Madison" is scheduled to sail from Manila on Saturday, April 20, at 4.00 p.m., for San Francisco and Los Angeles. This steamer is due here at 7.00 a.m. on Monday, April 22, and will sail for the above ports via Shanghai and Japan, on Tuesday, April 23, at 9.00 a.m.

The Dollar Liner "President Pierce" from San Francisco on March 29, sailed from Kobe yesterday and is due in Shanghai to-morrow. This steamer will sail from the latter port on the 20th and is due here in the afternoon of the 21st, sailing for Manila on the 23rd at 8.00 p.m.

The American Mail Liner "President Jackson" which sailed from Seattle on April 6, is due at this port on April 24.

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:

Arrivals at Hong Kong

The s.s. "Glenbank" from New York via Panama, April 22.

The s.s. "Comlebank" from New York via Panama, April 26.

The s.s. "City of Newcastle" from New York via Suez, May 1.

Departures from Hong Kong

The s.s. "Glenbank" for Haiphong, April 26.

The s.s. "Comlebank" for Shanghai and Chinwangtao, April 27.

The s.s. "City of Delhi" for Singapore and U.K., May 9.

NAVAL MOVEMENTS

H.M.S. "Dartmouth," returning home after bringing relief to the China Station, and taking home men relieved from duty at here, left Hong Kong yesterday for Singapore.

H.M.S. "Sirdar," of the 8th Destroyer Flotilla, arrived at afternoon yesterday.

S. WALES PORTSCARDIFF SHIPOWNERS'
HONOUR

The honour of knighthood conferred upon Mr. Lewis Lougher, the M.P. for Cardiff Central, is one which has been noted in business and civic circles with considerable approbation. Sir Lewis Lougher was born in the city, and is very proud of its progress. He has worked extremely hard in the prosecution of his business, rising from ship-ping clerk to the eminence he enjoys today as one of the principal ship-owners of South Wales. He is the chairman of Lewis Lougher and Co., Ltd., of the Redcroft Steam Navigation Company (1921), Ltd., and of the Bristol Channel Steamers, Ltd. He is a director of several undertakings associated with shipping, ship repairing, and milling. He has done excellent work as a member of the Advisory Committee of the New Lighthouse Board, the Cardiff Harbour Board, the Shipowners' Parliamentary Committee, and the Shipping Federation, etc. He has travelled far and wide in the cause of commerce as representative of the Cardiff Chamber of Commerce, visiting commissions of Members of Parliament, etc. He has shown considerable keenness in his endeavours to advance the industry and trade of his native town.

Restoring Prosperity

Two more well-known coalowners have made optimistic references as to the prosperous future of the South Wales coal trade. Mr. Thomas Evans, C.B.E., of the Ocean Coal Company, speaking on behalf of the coalowners at the opening by Viscount Chelmsford of the new pithead baths at Parc Colliery, said that opportunities for the restoration of prosperity were already at their doors. He felt there was sufficient wisdom within the industry itself among both owners and men to take full advantage of these opportunities. He said that the coalowners were not only re-opening new pits with feverish anxiety, while coal prices continue to display an advancing tendency.

Sir David R. Llewellyn, Bart. Sir David R. Llewellyn, one of the foremost authorities in the coal trade of Britain, again claimed his optimism with respect to the future of the industry. He feels that the recent improvement in the Welsh trade is of a permanent character, and that from now onwards steadily better times are looked for. He has stated that foreign competitors made immense profits during the strike and "set themselves determined to kill the British coal trade." To accomplish this they employed practically the whole of the past year's production of coal, and were supported—sometimes secretly and sometimes openly—by their respective Governments. It is very cheering to hear from competent authorities that the trade of South Wales bids fair to become busier.

Newport's Steel Trade Newport's steel trade is a very important one, and notwithstanding the depression the shipments of iron and steel are comparatively satisfactory. Last year the port exported 351,000 tons of iron and steel, as compared with 310,000 tons in the previous year. In addition 51,000 tons of tinplates were shipped, the regular lines of steamers trading to all parts of the world from Newport materially assisting this industry. As showing a large quantity of foreign iron and steel imported, the returns show that last year 419,000 tons were received as against 306,000 tons the previous year, whilst the imports of iron are totalled 561,000 tons as compared with 443,000 tons in 1927. Considerable interest and not a little diversion of opinion prevails with regard to the question of safeguarding the iron and steel trade. Newport is one of the chief ports for the heavy dumping of foreign steel, and Sir William Frederick Mills, Bart., of the Eltham Vale Steel, Iron and Coal Co., Ltd., joins issue with Mr. William Simons, the managing director of the Downlands Cardiff Works of Guest, Keen and Nettlefolds, in urging the immediate safeguarding of the iron and steel trade from the operations of foreign producers. Both declare that if the steel trade was safeguarded much additional employment would be created in South Wales and Monmouthshire.

Sir William Beardon Smith, Bart. "There dwells a wife at the North-ern gate and a worthy wife is she; she breeds a race of roving men and casts them o'er the sea." Sir William Beardon Smith, Bart., who has just been honoured with the presidency of the Welsh National Museum, is of that race. Born in Devon, a shire long associated with bold seafarers, he was one of eight children, the sea by which they earned their bread taking his father and two elder brothers. Sir William commenced as cabin boy on a schooner, and passing from the lower grades he commanded sailing ships, and ultimately became a part proprietor under the old sixty-fourth system in an Ardrossan vessel which he commanded.

The year 1905 found him the managing owner of the steamer "City of Cardiff." Less than a quarter of a century has since passed, and to-day Sir William controls the largest fleet of steamers in South Wales and the West of England—forty modern steamships and motorships. His early career is probably responsible for his generous interest in boys who wish to make the sea their career, and to make possible the Smith Nautical College attached to the Cardiff Technical College, which has been the means of giving that necessary education upon which the Board of Trade rightly insists for ship officers. Hundreds of boys have passed through this school, and to complete their practical seamanship each year they are drafted for a period on board Sir William's motor yacht "Margherita."

CONSIGNEES NOTICE.

Consignees of cargo ex s.s. "City of Glasgow" are reminded to take delivery of their goods which will be subject to rent after April 22.

RIVER COLLISIONLAUNCH AND JUNK BEACHED
AFTER SMASH

DAMAGE NOT GREAT

An up-river collision occurred on Tuesday when a launch ("Sang Sang") and a junk, which the former was towing, had to be beached after being run into by the s.s. "Hsin Foo Sing," a Chinese vessel plying up the West River.

Mr. J. Bachman, chief officer of the s.s. "Hsin Foo Sing," states in an official report on the matter: "At 8.30 p.m. while going down river in Belchers Reach at Tide Pool beacon, we struck the towing junk of s.s. 'Sang Sang.' Launch and junk safely beached. Standing by to 8 a.m. After ascertaining from the coxswain of the launch that 'all's well,' we hoove up and proceeded with Pilot No. 88."

The s.s. "Hsin Foo Sing" arrived here from Canton yesterday afternoon, and is leaving for Canton to-day.

WOOSUNG SEARCHPOWERS REPRESENTATIVES
TO PROTEST?

Shanghai, Yesterday.

It is understood that the Consular Body has cabled the Diplomatic Body at Peking requesting the latter to protest to the Foreign Ministry of the Chinese National Government against the demand of the Garrison Commandant of Woosung of the right to search all vessels entering Woosung, which, it is alleged, is a violation of the privileges in connection with navigation granted to the various Powers.—Reuter.

UNION-CASTLE CO.APPOINTMENT OF COMMO-
DORE CHIEF ENGINEER

Mr. C. E. Manners, late chief engineer of the Union-Castle motor vessel "Carnarvon Castle," has been appointed commodore chief engineer of the company. The appointment is well deserved, as Mr. Manners has been connected with the company for no less than forty years, joining the service in 1889 as a junior engineer, he quickly worked his way upward, and was appointed chief engineer of the steamer "Harlech Castle" in 1901, and five years later he was transferred to the mail service as chief engineer of the "Kinfans Castle." He served in several of the mail steamers, and at the outbreak of the war he was in the "Edinburgh Castle," which was converted into an armed merchant cruiser. Throughout the war he held the rank of engineer-commander.

Mr. Manners is now in Belfast inspecting the construction of two motor-vessels, "Warwick Castle" and "Winchester Castle." His appointment as commodore chief engineer will be a popular one, and will be welcomed by his many friends both at home and abroad.

ICE CONDITIONSRHINE FAIRWAY AGAIN OPEN
TO SHIPPING

According to an official report in mail week relative to the ice conditions on the Rhine, the fairway between Strasbourg and Mannheim is again open to shipping. On some reaches of the Middle Rhine the ice is breaking up, while on others it still blocks the river.

The ice-masses on the Lower Rhine are reported to be breaking up and moving down stream into Holland. Considerable anxiety continues to be felt for the safety of shipping. Vessels embedded in ice blocks are being carried along quite out of control. The river is rising, and the inhabitants of Emmerich and other river-side towns and villages are much alarmed in consequence. Work is going on night and day to prevent further damage to shipping and property. Rams have been erected, and the population are removing their belongings from the houses to higher ground.

At Andernach, on the Middle Rhine, the river has already overflowed into houses and factories of the low-lying part of the town. The water supply has become contaminated by the flood waters.

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S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

APRIL

SAT. 20th TUES. 30th

THURS. 25th

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S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

NEW YORK, BOSTON, & BALTIMORE**AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF LILLE" via Suez Canal 16th May.

S.S. "CITY OF SINGAPORE" via Suez Canal 14th June.

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S. S.	Tons	From Hong Kong About	Destination
KARMAIA	9,128	20th Apr. Noon	Marseilles & London.
*ALIPORE	5,273	24th Apr. Noon	Straits, Colombo & Bombay.
MANTUA	10,916	27th Apr. Noon	Bombay, Marseilles & London.
*NAGPORE	5,283	4th May	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
*KIDDERPORE	5,334	8th May	Straits & Bombay.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MORCA	10,953	25th May	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotter- dam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotter- dam & Hamburg.

* Cargo only.

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TILAWA	10,006	26th Apr.	Singapore, Penang & Calcutta.
TAKLIWA	7,236	5th May	Singapore, Penang & Calcutta.
TAKADA	6,946	8th May	Singapore, Penang & Calcutta.
TALAMBA	3,012	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	3rd June	Singapore, Penang & Calcutta.
TILAWA	10,006	27th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKLIWA	7,236	10th July	Singapore, Penang & Calcutta.

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ARAFURA	5,000	8th May	Manila, Sandakan, Thursday Island, Tasmania, Brisbane, Sydney & Melbourne.
TANDA	5,000	15th May	
ST. ALBANS	5,000	22nd May	
ARAFURA	5,000	29th May	
TANDA	5,000	5th June	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MORCA	10,953	26th Apr.	Shanghai, Kobe & Yokohama.
TALAMBA	8,018	28th Apr.	Amoy, Shanghai, Kobe & Osaka.
*PERIM	7,048	6th May	Shanghai, Kobe & Yokohama.
TALMA	10,000	7th May	Amoy, Shanghai, Kobe & Osaka.
TANDA	6,956	7th May	Shanghai, Kobe & Yokohama.
DELTA	8,097	10th May	Shanghai, Kobe & Yokohama.
*ROSSINGTON COURT	—	22nd May	Shanghai, Kobe & Yokohama.
RAMPUTANA	16,538	24th May	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th June	Amoy, Shanghai, Kobe & Osaka.
ST. ALBANS	4,500	4th June	Amoy, Shanghai, Kobe & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Kobe & Yokohama.
SANTHIA	7,754	9th June	Amoy, Shanghai, Kobe & Yokohama.
*TILSONGTON COURT	—	10th June	Shanghai, Kobe & Yokohama.
TAKLIWA	7,236	19th June	Amoy, Shanghai, Kobe & Osaka.
RANPURA	16,601	21st June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
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S.S. "REXENOR" Via Suez Canal 8th May.
S.S. "CITY OF LILLY" Via Suez Canal 16th May.
S.S. "CITY OF SINGAPORE" Via Suez Canal 14th June.
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METEOROLOGY

ITS REAL VALUE TO
NAVIGATION

ESSENTIAL CONDITIONS

The service of marine meteorology in the Merchant Navy, and the work of the voluntary marine observers, is described as follows in a recent issue of "The Marine Observer," which is published monthly by the authority of the Meteorological Committee of the Air Ministry.

Marine Meteorology can only be of real value in navigation and in the performance of the duties of master and mate if it is given its proper place. That place is a branch of seamanship as an aid to navigation, and not a primary study. That is, marine meteorology is necessary for the efficient working of a ship, and should be used in connection with navigation just as ship stability, the prevention of fire at sea, and all branches of seamanship must be used with a proper sense of proportion if a ship is to be safely and economically run.

The first essential is a uniform, but sufficiently elastic and simple system of observation. This may be provided by cultivating the habit of accurate observation by adoption of the scales published in the "Marine Observers' Handbook," and by comparing the ship's instruments with the readings of standards at observation stations, or in regular observing ships which have tested instruments, and so finding their error and allowing for it, thereby making the ship's logbook a reliable and accurate meteorological record, as well as a true record of all happenings which it is customary to log.

The second essential is knowledge and information of the winds and currents over the oceans and at the coasts, the laws of storms and the physical factors where they are definitely known, which contribute to change of weather and ocean currents. This may be had from well used experience and observation at sea, coupled with the study of books and charts which are the result of many years' systematic observation at sea and compilation in the Marine Division.

The third essential is ability to apply the first and second with wireless telegraphy communication as a practical aid to navigation.

No International System. There is not yet a single international system of wireless weather signals for ships at sea and coast stations, such as the Departmental Committee propose, and regarding which they recommend that when such a system is brought about a general knowledge of it should be required of candidates for a master's certificate. There are, however, already in being a number of systems on different coasts, and British "selected" ships are regularly broadcasting routine reports to all ships along the trade routes in all oceans according to one plan.

For general guidance in the use and application of the information given by these signals "Wireless and Weather; an Aid to Navigation" has been published.

The extent to which this may be practical must rest mainly with the individual masters of ships. A well-equipped and well-offered liner has better opportunity and better facilities for recording her own observations, intercepting reports, making weather charts and making decisions as to the nature of the weather, currents, ice and conditions which these indicate that she will encounter, than a tramp steamer where watch and watch is kept by the navigating officers and the crew is not so well equipped. Obviously, the master must insist on this high-skilled work being set down to a minimum consistent with safety, and he must content himself with the use of reports, hurricane warnings and forecasts broadcast without the advantage of his own weather charts made on board.

Coastal Services

Then the coasting steamer constantly in and out of port, the small sailing vessel and the fishermen all have to be considered and especially with these, paper work on board is only practicable to the extent of noting wind, weather and barometer observed and forecasts and warnings made at meteorological centres and broadcast by R/T, word of mouth. Indeed, this work must be consistent with the needs of the service and the officer who attempts more thereby neglecting his other duties is doing as much harm as those who neglect it.

Now the whole merchant navy may benefit from the proper use of marine meteorology, each ship according to her capacity and trade. Such a great work must be left if it is to be effective and British experience and tradition clearly indicate that—

"The ways of commerce over the oceans and the hereditary chivalry of the sea are beyond doubt more adaptable to voluntary meteorological service than to obligatory service."

To provide the necessary routine data from which to compile information for publication for general use, and a service of reports by wireless telegraphy to all ships and meteorological centres, it is necessary that a certain number of ships should be employed. That is not to say that ships outside this number should never make returns, or report by wireless. Any ship observing unusual or abnormal phenomena should carefully record the observed facts and return them, and any ship observing the formation of a tropical revolving storm at any time which has not previously been reported by wireless telegraphy should do so to the best means at her disposal to all ships and the nearest appropriate coast station. At such times as there may not be sufficient selected ships in all parts of the oceans to provide an adequate service of routine ships other than selected ships should fill the gaps by assisting in the service of routine wireless weather reports.

Hence for general efficiency it is essential that all masters and mates should have a knowledge of the system practised by the Corps of Voluntary Marine Observers in regular observing ships, for it is the latter who provide the basis of the information upon which all may work. This organisation is purely voluntary, the work being done by the officers of regular observing ships whose commanders, with the consent of their owners, have undertaken a patriotic service in the interests of mankind. It is a task which means additional work to that required in the ordinary course of their employment, and in doing which they assist in a general survey of the atmosphere and the sea, work which has been going on ever since ships sailed the seas, but which generally organised last century. The Corps of

Voluntary Marine Observers are specialists, and their work may be said to consist of three branches; they perform one or two, and many perform all three branches of the work.

1. The regular recording and return of accurate meteorological observations for statistics and research.
2. The regular broadcasting of accurate meteorological observations by wireless telegraphy by selected ships for the general purpose of meteorology and navigation aloft and ashore.
3. The carrying out of experimental work, testing new instruments, making special observations and investigations, and generally leading by example in the practical application of marine meteorology to navigation by making weather charts and so on.

PASSENGER LIST.

ARRIVALS.

Per s.s. "Arafura" from Australia on April 17.—Mr. and Mrs. J. Cohn, Mrs. D. H. Henty, Miss U. M. Bullmore, S. J. Harvey, Miss F. M. Knight, W. S. Hawthorne, Mrs. E. J. Murray, C. K. McDonald, Y. Yamashita, G. Grant, Fong Peck-tin, Mr. and Mrs. A. W. Barmby, T. O. Morgan, and Weo Kiam-poh.



Lieut. Comdr. Clinton Andrews Neyman, who has been appointed Chaplain of the U.S.S. "Mayflower," the Presidential yacht, succeeding Lieut. Comdr. Reuben W. Shrum, who has been transferred to the "West Virginia."

CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From EUROPE.

The Steamship, "CITY OF GLASGOW" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous delivery of Halls' Wharf, whence delivery may be obtained. No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 22nd April, 1929, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before 29th April, 1929, or they will not be recognised. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by, THE BANK LINE, LIMITED, General Agents, Hong Kong, 17th April, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Dobereck during the years 1887, 1889 and 1889. The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low-water must not be considered to coincide with the times of high-water and change of current, the two phenomena being quite distinct.

April 12 to 13, 1929.

DATE	HIGH WATER	LOWER WATER.
	Standard Times	Standard Times
April	Ht	Et
Fri. 12	m 10 28	m 4 38 0.4
Sat. 13	m 11 02	m 5 31 0.2
Sun. 14	m 11 52	m 6 28 0.9
Mon. 15	m 12 47	m 7 37 1.1
Tues. 16	m 1 49	m 8 49 1.3
Wed. 17	m 2 58	m 10 07 1.3
Thurs. 18	m 4 12	m 11 28 1.1
Fri. 19	m 5 30	m 12 53 0.8
Sat. 20	m 6 52	m 1 21 0.4
Sun. 21	m 8 18	m 2 53 0.0
Mon. 22	m 9 48	m 4 29 0.4
Tues. 23	m 11 22	m 6 08 0.8
Wed. 24	m 1 00	m 7 50 1.1
Thurs. 25	m 2 42	m 9 35 1.3
Fri. 26	m 4 28	m 11 24 1.3
Sat. 27	m 6 18	m 1 17 1.1
Sun. 28	m 8 12	m 3 13 0.8
Mon. 29	m 10 10	m 5 14 0.4
Tues. 30	m 12 12	m 7 19 0.0

SHIP REPAIRS

N.Y. DRYDOCK COMPANIES

AMALGAMATE

HANDLING OF 7,000,000 TONS

As from March 1 six of the principal shiprepair companies at the port of New York were brought under unified management when the recently-organised United Dry Docks, Inc., took over their properties.

The plants involved are those of the Morse Dry Dock and Repair Co., James Shewan and Sons, Inc., Station Island Shipbuilding Co., W. and A. Fletcher Co., New York Harbour Dry Dock Co., Inc., and the Theodore Crane's Sons Co. The properties acquired comprise a total of twenty-seven dry docks located at the most accessible points around New York Harbour, and have a lifting capacity of 160,000 tons. Combined, these yards handle upwards of 7,000,000 tons annually.

Mr. Edward P. Morse, the veteran shipbuilder, who heads the Morse Dry Dock and Repair Co., is president of the new corporation, and Mr. George H. Bates, of the Staten Island Shipbuilding Co., is associated in the management.

COLISION ECHO

£6,000 FOR SWEDISH OWNERS.

In the Court of Session, Outer House, Edinburgh, judgment was pronounced by Lord Fleming in an action by Robert Aktiebolaget Maritime, Kullavik, Sweden, owners of the steamship "Asta," of Gothenburg, against the Leith, Hull and Hamburg Steam Packet Co., Ltd., Leith, owners of the steamship "Breslau," of Leith. On the evening of December 15, 1927, a collision took place between the two steamships, as a result of which the "Asta" sank in a few minutes.

In this action the pursuers claimed damages in respect of the loss of the "Asta" and of freight; on behalf of the cargo owners in respect of the value of the cargo; and on behalf of the members of the crew in respect of clothing and effects on board, which they had no time to remove before the ship went down. The collision occurred at about 9.20 p.m., some 10 miles east of the May Island, the "Breslau," which was bound from Leith for Copenhagen with a general cargo, overtaking the "Asta," which had left Methil with a cargo of coals, also bound for Copenhagen.

After a proof taken on March 21 last limited to the question of liability, Lord Fleming found that the "Breslau" was solely to blame for the collision. The parties adjusted all the items of damage with the exception of the value of the "Asta" itself, and a proof was taken with regard to that matter.

Lord Fleming has now found the value of the "Asta" to be £6,000, and has found the pursuers entitled to a total sum of £9,882 6s. 6d., with expenses.

His Lordship said the question which fell to be determined was the value of the "Asta" at the date of the collision. There was some discussion as to the basis upon which this value was to be ascertained, but his Lordship did not think it was open to doubt that the criterion was the market value at that date. The defenders maintained that there was no proof that the "Asta" was actually employed in the Baltic trade.

Resistance to Sea Action. There was evidence to the effect that the "Asta" was of a type and class suited for that trade, and he thought that that circumstance in itself was a relevant consideration in estimating her value. She was classed 100 A.1 at Lloyd's. Her last survey was in 1924, and she was due for another in 1928. She was 44 years old at the time of the collision, but iron hulls resisted the action of sea water better than steel. It was admitted that the "Asta" had been well maintained, and was in good condition.

His Lordship thought it was common ground that the vessel most comparable with the "Asta" was the "Trostan." She was a sister ship and was built in the same year, and she was substantially similar to the "Asta."

Her sale price was £5,500, the value which the pursuers put upon the "Asta." The "Trostan" had, however, her boilers renewed in 1911, and the defenders claimed that on that account a large discount must be made from the price she realised. They also founded upon the fact that the sale of

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Pres. Grant ..Tues. June 4
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a.m.
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Pres. Van Buren ..Sun. May 5, 8
Pres. Hayes ..Sun. May 19, 8
Pres. Pierce ..Sun. Apr. 23 6 p.m.
Pres. Jackson ..Sun. Apr. 27 6 p.m.
Pres. McKinley ..Sun. May 7 6 p.m.
Pres. Grant ..Sun. May 25 6 p.m.
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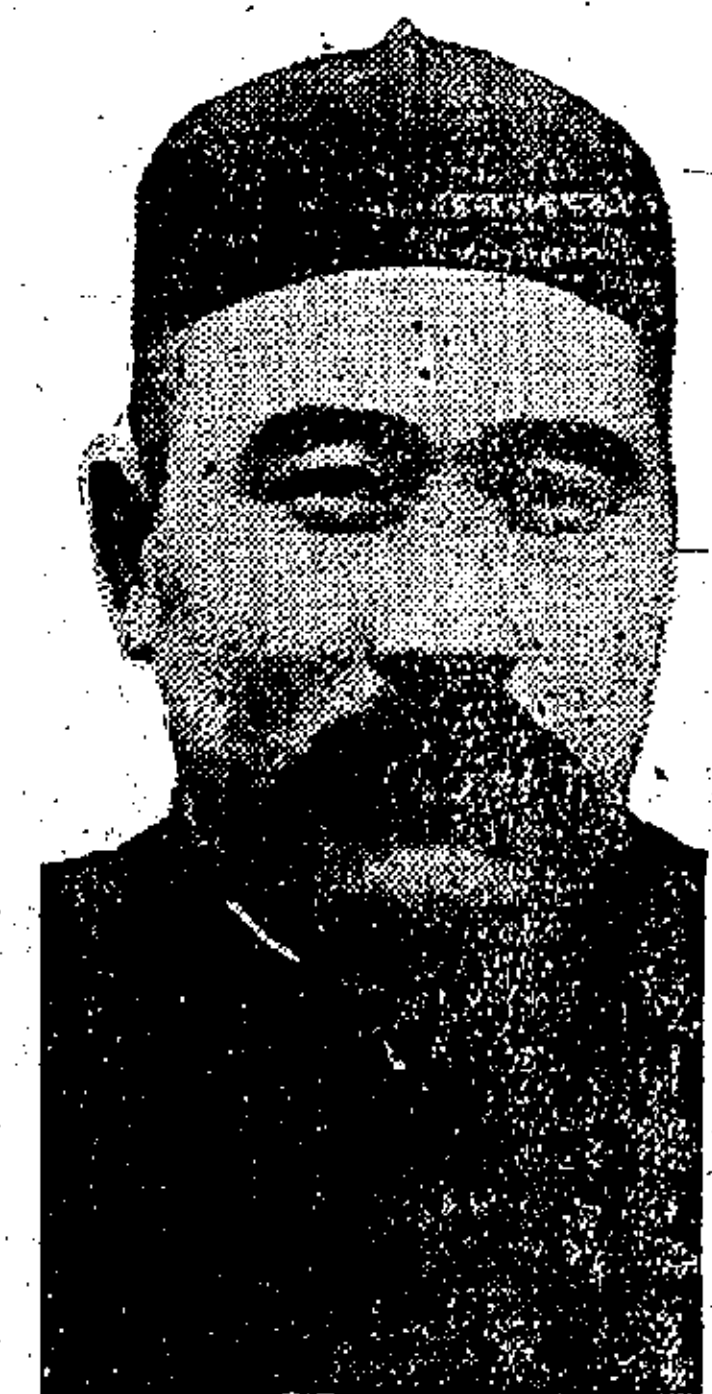
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Estimates furnished on application.
Hong Kong, April 1, 1924.

The "Trostan" took place in December, 1926, and that to apply the figure then obtained to the "Asta" it was necessary to discount it by the amount of a year's depreciation. The defenders' expert maintained that these circumstances warranted a deduction of £1,750 from the price of the "Trostan," and justified his figure of £4,750 as the proper value of the "Asta."

It appeared to his Lordship ceteris paribus the value of a vessel whose boilers are only 16 years old must be greater than the value of a vessel whose boilers are 44 years old, and that accordingly allowance must be made for the circumstance, and also for the fact that the "Asta" fell to be valued a year later. A master of this kind did not admit of precise mathematical calculation, but he had come to the conclusion that the sum of £5,000 might fairly be taken to be the value of the "Asta."

SALVAGE COMPANY'S AFFAIRS

An extraordinary general meeting of shareholders in the Cornish Salvage Co. (1918), Ltd., Cardiff, has been called to consider a resolution that the company be wound up voluntarily, and that Mr. E. G. White, chartered accountant, be appointed liquidator.



Chang Tsung-chang, one of the powerful Chinese war lords, who is leading the revolt which has sprung up in Chefoo in the Shantung area.

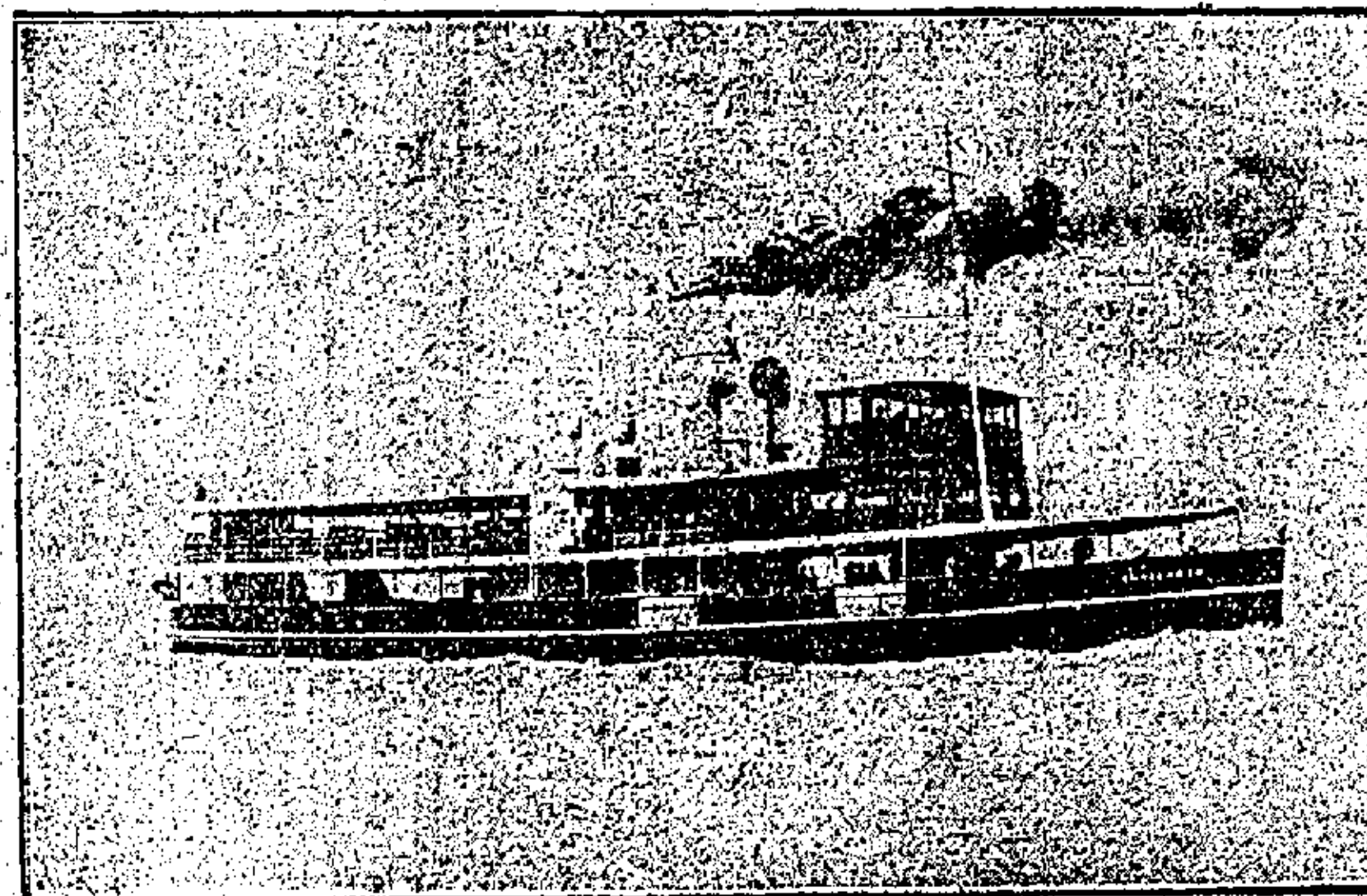
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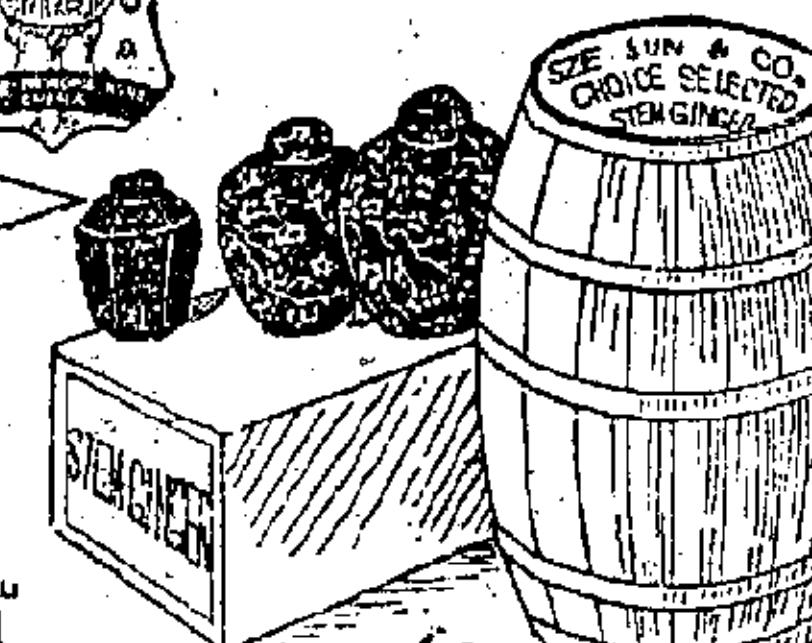
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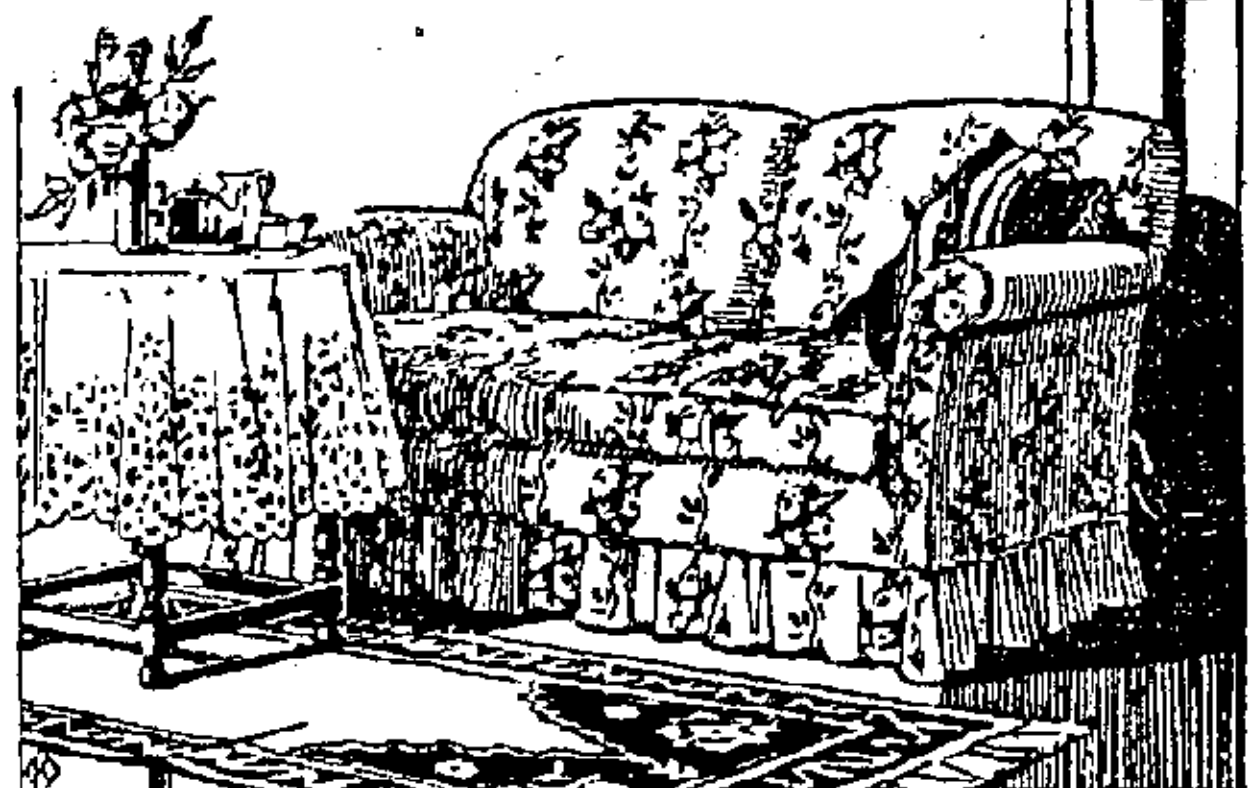
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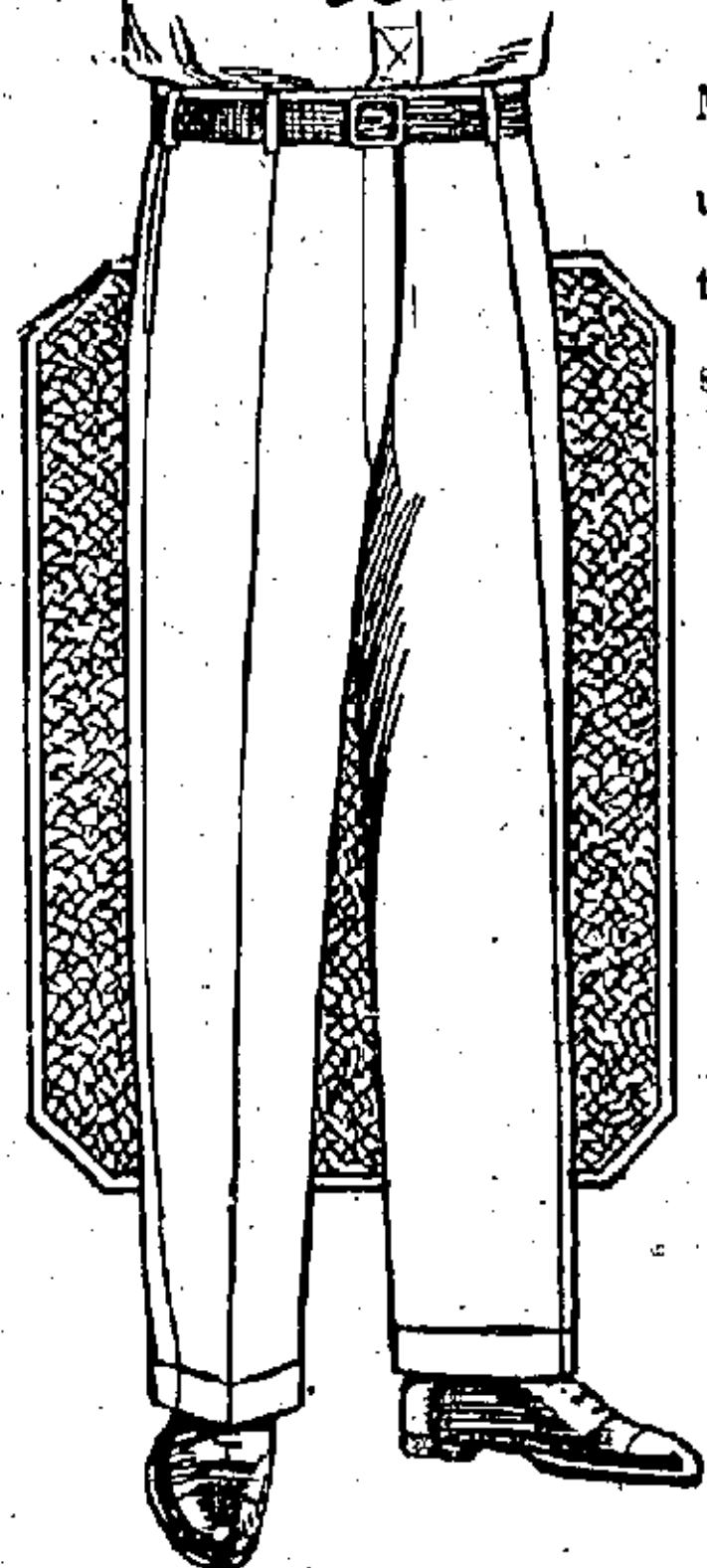
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Hong Kong, Thursday, April 18, 1929.

SAFETY OF LIFE AT SEA

Quite recently, in this column, we observed with pleasure that the much anticipated conference on the very important question of "Safety of Life at Sea" was practically certain to be held soon in London. It was announced, in fact, that preparations were fairly well advanced and that there was a possibility of a representative gathering of a truly international character. Since then the preliminary arrangements have been completed with the result that the conference—the first of its kind since 1914—has now actually materialised and is at the present moment meeting daily within the magnificent building in Whitehall, London, which houses the Foreign Office. Within the next few days we should probably learn, through Reuter's Agency and the British Official Wireless service, how matters are shaping in regard to a new convention to replace that which was practically rendered abortive, owing to the intervention of the Great War.

The last conference, it will be remembered, was called owing to the urgent necessity for something being done towards making life more safe at sea than it evidently was in view of the appalling disaster in the Atlantic when the "Titanic," on her maiden voyage from England to the United States, went down after striking an iceberg. On that occasion some 1,600 lives were lost and, as almost invariably happens on such occasions, quite a variety of reasons were forthcoming to account in some measure for a catastrophe which seemed to most people well nigh impossible.

There was at the time a good deal of talk as to the inadequacy of the lifeboats, rafts, lifebelts and other devices. All this seemed so elementary and, so far as the equipment of so up-to-date a vessel as the "Titanic" (which unquestionably was in most respects the finest passenger vessel in the world at the time) it seemed almost absurd to discuss such points. But the inquiry after the disaster certainly pointed to the fact that the equipment is inadequate for the large number of passengers carried. The present conference, therefore, it is to be hoped, will not forget to keep in mind that it is often the "elementary" points that need most emphasising as, after all, neglect of such matters is practically fatal. It is very probable that one or more of the delegates of the seventeen countries represented will have several new suggestions to make—some perhaps of an interesting and novel character—but it is to be hoped that in the discussion of such things the other and more ordinary things, such as the life-saving equipment being really adequate, will not be overlooked. Such equipment should be based not on a possible occasional mishap but on a disaster involving, as in the case of the "Titanic" and the "Vestris," every soul on board, though, luckily, all on board these vessels were not lost.

Sir Philip Cunliffe-Lister, President of the Board of Trade, welcomed the conference in the name of the Government, and had a very pleasing duty to perform at the outset in announcing a message from the King who wished the conference success. Sir Philip did well to emphasise the fact that to-day, more than at any other time, wireless telegraphy is probably "the most important element in the safety of life at sea." To-day it not only ensures the greater safety of the ship which carries it but it makes her a potential saviour of her sister ships. This was another of Sir Philip's reflections as to the very important part wireless has played, still plays and is destined yet even more than ever to play. Undoubtedly, the public generally will expect that the conference will have something particularly interesting on this point to discuss, guaranteeing, as much as can possibly be guaranteed, even more certainty of safety at sea through new radio devices. The conference has a high mission and a noble duty and one that is truly international. Its discussion, deliberations and recommendations—the last-mentioned of which is to be embodied in the

formulating of a convention, which is the conference's chief object in meeting—will be awaited with deep interest by the public generally.

The Rev. T. K. Cheyne, M.A., D.D., of Oxford, in his introduction to the Book of Isaiah (1894), gives the following translation of Isaiah 16.13, 14: This is the word which Yahwe spoke concerning Moab heretofore. And now Yahwe hath spoken, saying, Within three years, as the years of an hireling, shall the glory of Moab be disgraced, with all the great multitude, but the remnant in a very little while will I bring unto honour.

Only one case of small-pox was notified yesterday.

The Dance which took place at the Kowloon Dock Recreation Club on Wednesday, April 10, realised \$300 net for the Miners' Fund.

Theatre-goers are advised that all seats have been sold for "The Fanatics" which is being played to-night at the Star Theatre by the English Comedy Company.

According to a report made to the Police by Mr. Basto, of No. 10, Queen's-road Central, \$500 in money has been stolen from his safe at the office some time between March 28 and yesterday.

It is reported that the matter of the theft of a gold wrist watch from Mr. L. Jeeves, living at the European Y.M.C.A., Kowloon, has been cleared up satisfactorily. No resident or staff of the Y.M.C.A., was involved.

A veteran of the screen, Kate Price's career is dotted with notable achievements in characterisation. Not the least among these is her latest role, that of Mrs. McQuade, the sympathetic, self-reliant soul who protects the "desert flower" in a First National offering of that name, starring Colleen Moore. The picture, with Lloyd Hughes heading the supporting cast, will be shown at the Majestic Theatre to-day and to-morrow.

A MEETING**SIR A. CHAMBERLAIN AND SIGNOR MUSSOLINI****STATEMENT IN COMMONS**

London, Yesterday.

Sir Austen Chamberlain, asked to give the substance of his conversations with Signor Mussolini at Florence, said: "Having decided, for personal reasons, to spend Easter week at Florence I asked His Majesty's Ambassador to inform Signor Mussolini of my intention to say what pleasure it would give me to see him again if, as I thought possible, he himself were to be in the neighbourhood."

Signor Mussolini, who was spending a few days at Forlì, was good enough to motor over to see me. This was the fifth occasion on which we have met, including our first meeting at Rome in 1924, and I welcomed it as giving me another opportunity for such exchange of views with him as I have with other Foreign Ministers at Geneva.

No special importance was attached to the meeting and no subjects were proposed for discussion at it but, as was natural, we passed in review the general European situation as well as the relations between our two countries which are, happily, of a most cordial character. It will not be forgotten that Great Britain and Italy are guarantors of the Treaty of Locarno and have thus common interest in the maintenance of peace and promotion of good relations among all signatories of that treaty.—British Wireless Service.

RESERVE BOARD**RIGHT TO RESTRICT CREDIT QUERIES****ENQUIRY DEMANDED**

Washington, Yesterday.

Arising out of the Federal Reserve Board's decisions in relation to the Stock Market, Mr. Reid (Illinois) introduced a resolution in the House of Representatives demanding a widespread investigation into the Board's activities and policies during the past ten years. He also demanded that Messrs. J. P. Morgan, A. Mellon, Owen D. Young, Roy A. Young, and other leaders of finance be summoned as witnesses.

Mr. Loring Black (New York) challenged the Board's right to restrict credit for speculative purposes. He roundly condemned the Board for its arbitrary actions and declared that the extension in securities sold on the Stock Market merely represented American business expansion.—Reuter's American Service.

Smiles From Court**A PERT AND DARING WOMAN FELON. ARGUES WITH LOGIC?**

Was it Sherlock Holmes or Nick Carter, the fiction detectives, who said that a woman crook is more daring than man and possesses a more fertile brain in planning a coup?

However, the truth of this was borne out this morning when Leung Hing, a young woman of twenty-two summers, was charged at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, for attempted burglary.

Now Leung Hing showed a certain amount of finesse in her attempt to bring off the "crib." She did not bungle things as her male confederates would have done by operating at night.

No, she was no possum, and those who worked at nights were bound to throw suspicions on themselves, as she thought. Leung Hing, therefore, made a radical departure. She first of all marked down a house and then carried out her plan in the morning. Precisely at 7.15 a.m. yesterday, she presented herself at No. 158 Tung Choi-street. She knew very well that the old lady of the house would be away, and that the only person in the house was a young woman.

Locked In

The heroine of this story found things as she expected, but what she never expected to find was that the old lady of the house could be so cruel as to lock the young woman in. That was exactly the position, because Leung Hing found the door locked with a Chinese padlock.

Nothing daunted, Leung Hing wrenched the feeble lock off, and then quietly stole into the house. She then opened a door leading to the middle cubicle; but there was a creaking sound.

The young woman who was locked in was at the time in the arms of Morpheus in the front cubicle. She was not, however, tightly embraced, for she heard the creaking sound and demanded to know who was there.

Silence reigned. Thinking that a ghost could not be about in broad daylight, the young lady came out to investigate, and surely enough, she found Leung Hing standing outside the middle cubicle, looking quite embarrassed.

The Mythical Yee Koo

"Why are you here and what do you want," asked the surprised inmate. "I came here to look for Yee Koo, who used to work with me at a knitting factory, suavely replied the intruder.

"But how did you come in. The door was locked and the key is with the old lady, who went to market to buy food?" demanded the young woman. The intruder replied, "Why, my good sister, your door was ajar, and since I have been to this house often enough, I thought that there was no necessity to knock."

The inmate was not satisfied. She examined the door and found that the lock had been wrenched off from its socket. Without bantering words further with the intruder, she seized hold of her, and just at the same time the old lady came back from the market.

She took in the situation at a glance, and straightaway ran off to fetch the Police. (Yes, they always do that when they are in trouble.)

Prepared for the Haul

At the Police Station, Leung Hing was searched (by a female searcher, of course) and she was found to have gone to the house quite prepared. Circled around her waist, was a big piece of cloth. This, according to the opinion of the Inspector Stimson, was for packing the stolen goods away.

Whether it was in accordance with the law of gravity or of average (better ask the Police), Leung Hing was brought before the Kowloon Magistracy in due course this morning.

The young woman first of all told her story, and in reply to the Magistrate she admitted, with a blush like a naughty girl, that she was in fact locked in by her mother-in-law.

Now mothers-in-law in the East have a peculiar way of acting toward their sons' wives, and although their Magistrate was very surprised that a grown up young woman should be treated like a naughty child, the spectators in Court, who were all Chinese, took it as a matter of course.

Pity to Wake Her!

The old lady also admitted that she had locked her daughter-in-law in, but added that she was only away for a few minutes. The young woman was fast asleep and she thought it was a pity to wake her up.

Mr. Whyte-Smith: Don't you think it was a dangerous thing to do locking a young woman in the house in this way? What will she do in case of fire?

The Old Lady: Yes, I confess I was in the wrong, but it was only for a few minutes.

The accused person in the dock giggled, probably thinking that the Magistrate would impose some severe form of punishment for such a cruel deed. Nothing, however, happened!

The accused was then asked to explain her extraordinary behaviour.

"It is all a silly mistake, and these two people made mountains out of a molehill. Why, I want to fetch a friend, and when I found that I had entered the wrong house I at once withdrew. It was then this silly young woman came out and picked up a quarrel with me," was the excuse offered.

Some Stunning Questions?

She was pert, and notwithstanding the fact that the interpreter told her to "shut up," she continued to ramble on.

"You see the injustice of it all, she cried out. 'They are two, and I am alone. I will ask your Worship to bear this in mind: The young lady said that she was asleep, and if that was so, how could she have heard me coming in,' she asked with a smack of her tongue.

The Magistrate: (dispassionately) She must have woke up when you made that noise. It is quite simple. Have you anything more to say?

The Accused: I have said all what I wanted to say. I stole nothing, and it was I who suggested calling in the Police.

The Magistrate: All right, you are convicted. One month's hard labour. Next case.

LADY GROSVENOR**DEATH OF ONE OF THE "SOULS"****BRILLIANT WOMAN**

The Countess Grosvenor, mother of the Duke of Westminster, died at Saighton Grange, near Chester, last month, aged 73.

Lady Grosvenor was a survivor of a more spacious age. Birth, beauty, brains, and charm distinguished her in an illustrious world. She made two brilliant marriages; she had a host of friends and numerous interests and accomplishments.

She was one of the group of witty people who in the 'eighties and 'nineties were nicknamed the "Souls." They included Lord Balfour, the late Lord Curzon, Lady Oxford and Asquith, Lady Ribblesdale, and other brilliant men and women.

As Lady Sibell Lumley, the sister of the present Lord Scarborough and of Lady Zetland and the Dowager Lady Bradford, she married Lord Grosvenor in 1874. Her children by this marriage are the Duke of Westminster, Lady Beauchamp, and Lady Shaftesbury.

Lord Grosvenor died in 1884. Three years later Lady Grosvenor married Mr. George Wyndham, Irish Secretary in Lord Balfour's Government, sportsman and litterateur, and held by many to have been the handsomest man in the House of Commons. He died in 1915. His son, Mr. Percy Wyndham, was killed early in the war.

Lady Grosvenor had marked literary taste and a keen interest in politics. Music and gardening were among her hobbies. She painted skilfully on dress materials and designed many of her own dresses. She could claim to be the inventor of the collarless gown.

She had been for some years a great-grandmother, her granddaughter Lady Ursula Filmer-Sankey having two children.

The funeral service was held at Chester Cathedral, and a memorial service at St. Paul's Church, Knightsbridge.

The candidate was submitting quietly to the heckler.

"It does not matter what you say. Two blacks cannot make a white."

"Oh," said the candidate. "Are you sure of that?"

Heckler: "Yes, sure enough."

Candidate: "Well, it's evident my friend doesn't keep poultry."

The heckler suddenly remembered a pressing engagement elsewhere.

A man went to his doctor and requested treatment for his ankle. After careful examination the doctor inquired: "How long have you been going about like this?"

"Two weeks, sir."

"Why, man, your ankle is a marvel. Why didn't you come to me before?"

"Well, doctor, every time I say anything is wrong with me my wife declares I'll have to give up smoking."

SHORT DURATION

JAPANESE EVACUATION POSTPONEMENT

SHANTUNG PROTECTION

Tokyo, Yesterday. In a statement on the circumstances necessitating postponement of the evacuation of Shantung, the Japanese Foreign Office emphasises that despite the necessity of thus complying with the Nationalists' request, it is still hoped to be able to carry out the withdrawal within the two months originally stipulated under the terms of the Tsinan settlement.

Indicative of the hope that the postponement will be of short duration, the military are understood to have decided to retain three of five vessels chartered for transportation of the troops.—Reuter.

Essential to Commence

Tokyo, Yesterday. It is learned from a reliable source that the Japanese military authorities after careful investigation, have decided to inform Mr. K. Yoshizawa (the Minister to China) that it is essential to commence the evacuation of Shantung by the end of April at the latest, for the purpose of completing it by May 27, in accordance with the Tsinan agreement.—Reuter.

Japanese Civilians

Peking, Yesterday. In accordance with instructions from Nanking, General Sun Liang-cheng has not entered Tsinan, as arranged, and has withdrawn his troops to Tainan and Tsinan.

Disturbed conditions along the Shantung Railway continue, the Japanese residents at Fangtsu being subjected to looting during the recent revolt of followers of Hsu Pei-tan.

Japanese civilians in Shantung are moving towards the coast. Three hundred women and children left Tsinan for Tsingtao on April 15, and 150 left Changtien for Tsingtao the same day. It has been arranged for 1,500 more to leave Tsinan on April 18, but possibly the decision for the Japanese withdrawal to be postponed will alter these plans.—Reuter.

Tsingtao's New Status

Shanghai, Yesterday. It is reported that in accordance with an unpublished annex of the Tsinan Settlement, Tsingtao will be made a special municipal district.—Reuter.

Tsin-Pu Railway

Shanghai, Yesterday. With the exception of portions in the vicinity of Tsinan which are still patrolled by General Feng Yuh-shang's troops, Marshal Chiang Kai-shek now controls the Tientsin-Pukow Railway.—Reuter.

ICHANG THE GOAL

THREE-CORNERED FIGHT ON THE YANGTSE

Hankow, Yesterday. The forces under the Szechuan General Liu Hsiang are reported to have advanced to a point five miles from Ichang, the capitulation of which was expected within 24 hours. A Government naval squadron is bombarding the city, while aeroplanes are reconnoitering the interior, and reporting by wireless the movements of the retreating (pro-Kwangsi) troops of Tao Chun and Hu Tsung-tao.—Reuter.

BOXER INDEMNITY

Nanking, Yesterday. The Chinese National Government has decided to establish, as part of the Paris University system, a China Institute, the construction expenses, \$500,000 being appropriated from the returned French portion of the Boxer Indemnity.—Reuter.

A tragic coincidence was revealed by the death of Mrs. Margaret Wilberforce, wife of Professor L. Wilberforce, of Liverpool University. Professor Wilberforce took over the Physics Chair at the University in 1900 from Sir Oliver Lodge, whose wife died at approximately the same hour as the wife of Professor Wilberforce.

M. David Weill, a well-known Paris philanthropist, has given \$40,000 to the "University City" of Paris. Of this \$16,000 is to be devoted to building rooms for French students. M. Weill had already given \$20,000 to the scheme.

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LUMPED INTO LUMP

HOW PORK DEALER KEPT HIS ACCOUNTS

STABBED DURING CRISIS

The Official Receiver (Mr. E. L. Agassiz): "Since you kept the books they have been all wrong?"

Debtor (a pork dealer): "My folks (when they kept the books) posted them up daily; I lumped them (the accounts) into a lump anyhow."

This was one of the passages in the Bankruptcy Court to-day when His Honour the Chief Justice (Sir Henry Gollan, C.B.E.) heard a number of cases.

The debtor, Sun Yu, was adjudged bankrupt on a creditors' resolution. Then followed immediately his public examination.

When the Official Receiver asked if it was correct that debtor had only disclosed the addresses of two pork stalls in the market, debtor replied that there were other stalls in his name but he had not put them down in his statement of affairs because the businesses belonged to other persons.

"Restaurants' Bad Times"

It transpired that when the anti-Hong Kong general strike came on in June, 1925, debtor was one of the few pork butchers who carried on. He was stabbed by strikers or their agents.

One of the reasons for his failure was, he said, the bad business in all (Chinese) restaurants in recent years and the incurrence of bad debts.

The Official Receiver referred to a life insurance policy in debtor's name which, on maturing in June next, would realise \$2,987. Debtor said that he had not included this in his statement of affairs because he had made his concubine the beneficiary and had intended all along that the proceeds were hers.

Riesha and Tea Money

He had taken this concubine for 17 years, he continued, and the policy had been in existence for 16 years. He paid the premiums for 13 years and his concubine in the last three years because he was "hard up," he said.

Mr. Agassiz thereupon asked if debtor meant seriously to say that although he (debtor) provided his concubine with all necessities he made her pay the three premiums. Debtor replied that his concubine, whom he treated as a wife—utilised the China New Year "cunshaw" for their children and savings, and borrowed from his mother in order to "hand him the money to pay the premiums for her."

Debtor admitted that his accounts showed his personal expenditure in the month before his bankruptcy to be \$1,900—including mostly school fees for children, \$900 household expenses for himself, and \$100 riesha and tea money for himself.

Clerk Owes \$23,140

On his own petition, Lee Kim (a clerk earning \$100 a month) applied for a receiving order. He was represented by Mr. F. X. d'Almada. Liabilities total \$23,140. On hearing this sum, his Lordship said: "He must be ingenious. How has he managed to get to this figure?"

With the exception of \$2,000 which debtor had borrowed for himself, debtor had guaranteed friends for large sums from moneylenders. His Lordship observed that this was debtor's own fault. The Official Receiver pointed out that the only assets would be contributions from salary. His Lordship granted a receiving order, but added a warning that should an arrangement with the friends whom debtor had gone surety for not be forthcoming to the satisfaction of the Official Receiver, his Lordship would, on application, rescind the order.

FIVE PLEAD GUILTY

ROBBERS ADMIT AT APRIL SESSIONS

DISCRETION OF THE CROWN

Two of the seven cases in the April Criminal Sessions calendar came up before His Honour the Puisne Judge (Mr. Justice Wood) this morning at the Supreme Court.

Five of six prisoners in the two cases pleaded "guilty" to charges of robbery by two or more and his Lordship reserved sentence until 10.15 a.m. on Wednesday.

Two of these men were in one case, Ping Liu and Wong Tai-chuen. The robbery was at No. 2, Ki Hing-lane, 2nd floor, on January 16. Prisoners were armed. Neither the arms nor the stolen property had been recovered, said Mr. Somerset Fitzroy (Assistant Attorney General).

Charge of Receiving

Four men were in the dock in the second case. Three, Chan Shui, Chan Kai and Wong Yu-fan pleaded "guilty" to robbery on March 5, but Lo Man pleaded "not guilty." Charges of receiving stolen property, made against the three, were dropped, as was a charge of possession of ammunition against Chan Kai, the Crown exercising its discretion not to offer evidence on these counts.

The case against Lo Man, on indictment of robbery and receiving stolen goods, was proceeded with. Prisoner was not legally represented. Det. Inspector W. Shannon is in charge of the case.

COLLEEN MOORE

A WESTERN COMEDY AT THE MAJESTIC

"THE DESERT FLOWER"

With the bustling background of the West in the making, peopled by faithful replicas of the period, "The Desert Flower," latest Colleen Moore vehicle released by First National, will be the attraction at the Majestic Theatre, Kowloon, to-day and to-morrow.

Admirers of this spirited sprite, who have been surprised time and again by her many-sided genius, will look upon a Colleen Moore quite different from the one they beheld in the flapper classics she has contributed to the screen.

As Maggie Fortune in "The Desert Flower," Miss Moore is said to have achieved her greatest histrionic triumph.

The builder of a railroad, with Maggie keeping house in a boxcar for her stepfather, who is foreman of the construction gang, supplies interesting atmosphere for the early scenes.

Lloyd Hughes appears opposite Miss Moore, and in the cast are to be found such well-known character actors as Frank Brownlee, Kate Price, William Norton Bailey, Monte Collins and Gene Corrado. Irving Cummings directed the production.

RONALD COLMAN

STARRED IN STORY BY JOSEPH CONRAD

"THE RESCUE"

Joseph Conrad's famous novel, "The Rescue," has been transferred to the screen under the direction of Herbert Brenon, the director of "Beau Geste" and "Peter Pan," and will be shown during all performances at the Queen's Theatre from to-day to Saturday.

Ronald Colman, the star of such noteworthy films as "The Dark Angel," "The Magic Flame," "The Winning of Barbara Worth," and "Two Lovers," is featured in an extremely colourful role as a daring adventurer who finds romance in the Java seas.

The story, full of suspense, concerns the doings of Tom Lingard, a trader in Java, who has given his word to a native chief that he will help to restore his lost empire. Complications ensue, however, when a beautiful woman intrudes on the scene, and events move rapidly to a thrilling climax.

Lily Damita, a new French screen "find" heads the large cast of supporting players in a most intriguing role.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Mr. H. K. C. Tobutt, manager of Rubana Estate, Teluk Anson, has returned from Home leave.

Mr. Maurice Maude, the well-known planter, at one time manager of Cicely Estate, and now a director of the company is expected at Teluk Anson.

Mr. J. D. Hussey, officer superintending Police Circle, Kuala Kangsar, has received a letter of commendation for his courageous and determined arrest of an armed and dangerous bad character at Kuala Kangsar on Jan. 11, 1929.

Report has it that at least four or five well-known planters are leaving the Teluk Anson district on Home leave in the months of April and May. Among them are Mr. J. W. Cruikshank, manager of Nova Scotia Estate, and Mr. P. B. Tylee, manager of Sabrang Estate.

According to the vernacular press, information has been received at the Japanese Consulate-General, Shanghai, to the effect that eight transports have been sent to Tsingtao by the Japanese Government for the evacuation of their forces from Shantung. The first of these will leave Tsingtao on April 18. Merchants have requested the Central Government to take steps to suppress the banditti and counter-revolutionaries in Shantung after the Japanese withdrawal.

Miss A. Parker, a pioneer English missionary and teacher who went to Japan 41 years ago sailed for home on the "Empress of Asia" from Kobe, recently. Miss Parker graduated from Newnham College, Cambridge University, and went to Japan in 1888, as a missionary of the Church of the Ascension. She was one of the leaders in the movement for women's education in Japan and has worked with Professors Toyama and Yatake as the chief advocates of the cause. Her knowledge of Japanese customs and language made her most influential as a mediator, and she was an adviser of the International Women's Association and many other organisations during the past years. She has left Japan for good.

NEW ADVERTISEMENTS

TO LET

TO LET.—315, Nathan-road, 2nd floor, 4-roomed flat with flush system. Apply to:—Y. Lee, 337, Nathan-road, Kowloon.

E. A. S. M. A. BRITISH LEGION

ARRANGEMENTS have been made for a parade of ex-service men at Queen's Pier on the occasion of the landing of H.R.H. The Duke of Gloucester on THURSDAY, the 25th April at 11.55 a.m.

Will any ex-service men who are not members of either of the above organisations and who care to attend kindly send in their names to the Secretary, E.A.S.M.A., 15, Queen's Road Central, or to the Secretary, British Legion, c/o Jardine, Matheson & Co., Ltd., as soon as possible.

Hong Kong, 18th April, 1929.

ROYAL HONG KONG YACHT CLUB

THE CLOSING CRUISE will take place on SATURDAY, the 20th April.

All friends of Members and Subscribers will be welcome at the Club House.

Championship and other Trophies will be presented during the afternoon and in the evening a dinner will be held at Messrs. Lane Crawford's Restaurant at 8 p.m. Will Members and Subscribers wishing to attend please send in their names to the Hon. Secretary together with the names of guests—not exceeding two—as early as possible.

R. J. VERNALL, Hon. Secretary. Hong Kong, 18th April, 1929.

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 22nd day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.			Contents in Square Feet.	Annual Rental.	Upset Price.
			N.	S.	E.			
1.	100/100	At Cheung Sha Wan, near the old Chinese Post Office.	ft.	ft.	ft.	1,254	6/75	750

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre; "The Rescue." World Theatre; "Sally of the Sawdust." To-day—Star Theatre; "London After Midnight." To-day—Majestic Theatre; "The Desert Flower." To-day—Star Theatre; W. B. Barnard's English Comedy Co. in "The Fanatics."

Home Mails
To-day—Outward for Shanghai and Europe via Siberia (Glancus), 6 p.m.
To-day—Inward from America and Europe via Siberia (E. of Russia).
To-morrow—Inward from Europe via Negapatam (Vogland).

Lammeris' Auctions
April 19—At Sales Room, Postage stamps, 5.15 p.m.
April 19—At Sales Room, furniture and miscellaneous goods, noon.

April 20—At Sales Room, Duddell-st., 5 wardrobe trunks (new), 11 a.m.

April 23—At 17, Jordan-rd., (1st floor) Kowloon, household furniture, 11 a.m.

April 24—At Sales Room, Household and blackwood furniture, etc., 2.30 p.m.

Land Sale
April 22—At P.W.D. Offices, two lots of Crown land at Cheung Sha Wan and Shamshui, respectively, 3 p.m.

Sports
April 20—Closing Cruise of the Royal Hong Kong Yacht Club.

HONG KONG BASEBALL ASSOCIATION.

SENIOR and JUNIOR CLUBS are reminded that entries will CLOSE on April 20th.

H. HONG SLING, Hon. Sec.-Treas., King's Bldg., Hong Kong, 18th April, 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 19th April, 1929, commencing at 12 o'clock noon, at their Sales Room, Duddell Street.

A Quantity of FURNITURE AND MISCELLANEOUS GOODS. Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers. Hong Kong, 18th April, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, the 20th April, 1929, commencing at 11 a.m., at their Sales Room, Duddell Street.

5 Wardrobe trunks (New). Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers. Hong Kong, 18th April, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, 24th April, 1929, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

Comprising:—Teak Hatstands, Desks, Glass Cabinets, Chesterfield Couch and Armchairs, Screens, Leather Covered Sofa, Pianos, Gramophones, Records, Carpets, Pictures, Electric Table Fans, Ornaments, Bookcases, etc., etc.
Teak Dining Tables, Dining Chairs, Dinner Crockery, Cutlery, Glass Ware, Teak Sideboards with Mirrors, Ice Chests, Dinner Wagons, Kitchen Utensils, etc., etc.
Teak and Iron Bedsteads, Wardrobes with Bevelled Mirrors, Teak Dressing Tables, Chests of Drawers, Trunks, Enamelled Baths, Marble Top Washstands, etc., etc.

A Quantity of BLACKWOOD FURNITURE. On View from Tuesday, the 23rd April, 1929.

Catalogues will be issued. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers. Hong Kong, 18th April, 1929.

April 21—Fanling Hunt Spring meeting.
April 27—Fourth extra race meeting of the H.K. Jockey Club, at Happy Valley.

Meetings
To-day—Annual meeting of the British Legion (H. K. Branch) Messrs. Jardine's offices, 5.15 p.m.
April 19—Annual meeting of the Navy League—Messrs. Jardine, Matheson's offices, 5.30 p.m.

April 19—General Meeting of members of H.K. General Chamber of Commerce to nominate a member for the Legislative Council, 4.15 p.m.
April 24—Extraordinary meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

April 25—Annual meeting of Gande, Price & Co., Ltd., 2, Ice House-st., noon.

April 29—Meeting of Douglas Steamship Co., Ltd., P. & O. Bldg., 11 a.m.

May 10—Further meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

Miscellaneous
April 20—Ninth annual dinner of Queen's College Old Boys' Assn., College Hall, 8 p.m.

April 20—Dinner of Royal Hong Kong Yacht Club members at Lane, Crawford's Restaurant, 8 p.m.

April 25—Parade of ex-service men at Queen's Pier in honour of H.R.H. The Duke of Gloucester, 11.55 a.m.

May 1—Spring Festival at Quarry Bay School, 11 a.m.
May 2—Bridge party at Talkoo Club in aid of H.K.W.G. & M.C.L.

Many accidents have been caused by avalanches in the valley of Slovenia, and seven deaths are reported.

COMPLETE OPERA CAVALLERIA RUSTICANA TEN RECORDS

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SANTUZZA May Blyth.....Soprano.
LOLA Marjorie Parry.....Mezzo-Sop.
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TURIDDU Hertie Nash.....Tenor.
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Ten records complete in Art Album with printed words.

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Only 3 lbs. of ice required for 24 hours and every bottle becomes and remains ice-cold.

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Works: **AMSTERDAM.**

Sole Agents:—**TABAQUERIA FILIPINA**

Asiatic Building, Queen's Road C.

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Rare Old Scots Whisky

From the Ben and the Glens

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my timbers, that must be Hawaii!"

—HAWAII—

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fleet of islands anchored in any ocean." Make your overseas
trip a vacation amid brilliant flowering trees and coral beaches
cooled by constant trade winds. Stay a few days or a few
weeks, and enjoy enchanting cruises to the other islands. You
can continue your trip direct to Seattle and Portland, Van-
couver, San Francisco or Los Angeles at any time on the fre-
quent sailings from Honolulu of the Canadian-Australasian,
N.Y.K., Dollar, Matson, or Lascas Lines.

—HAWAII—

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can have all comforts of up-to-date resort life, while enjoying
the quaint charm of native sports and entertainments.

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your local ticket office about it. For coloured booklets and
complete travel information—send this advertisement to

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Dept. 1.
Box 296, SHANGHAI, CHINA.

AN "OLD CHUM"

ENGINEERS' TRIBUTE TO MR.
S. BAKER

REGRET AT PARTING

At the Institute of Engineers
and Shipbuilders, last evening,
Mr. S. Baker, chief engineer of
the China Sugar Refinery
was the recipient of a
handsome presentation in view
of his pending departure from
the Colony, after a residence here
of 32 years.Over 50 members of the Insti-
tute were present at the presenta-
tion, which took the form of a
cigar case and a cheque.Mr. L. J. Blackburn, President
of the Institute, paid a tribute
to the services which Mr. Baker
had rendered to the Institute
during the 32 years of his mem-
bership. It was due to him that
a deficit of \$400 about 20 years
ago had been transformed into a
surplus of \$50,000.Mr. W. J. Stokes, a former Pre-
sident of the Institute, made the
presentation to Mr. Baker, and
expressed the deepest regret at
the thought that, after next
Saturday, they would not see the
cheery smile of Mr. Baker again,
nor would they be able to avail
themselves of his intimate know-
ledge of the business of the Insti-
tute, gained during 32 years of
active membership. They could
not say "good-bye" to Mr. Baker
without making it definitely clear
what a great debt of gratitude
they owed to their "old chum."
On behalf of the members as-
sembled, the speaker wished Mr.
Baker "jolly good luck."Mr. Baker was then presented
with an illuminated address
which read:—On your departure from the
Colony and your consequent
severance of your active partici-
pation in the affairs of the In-
stitute, the Managing Com-
mittee on behalf of the mem-
bers, desire to place on record
their high appreciation of the
valued services which you have
rendered during the 32 years of
your membership to which is
attributable, in no small de-
gree, the solid basis on which
the Institution now stands. By
your cordiality and whole-
hearted interest you have en-
deared yourself to everyone
who has been privileged to as-
sociate with you, and we take
leave of you with the sincerest
regret. We trust that good
health and long life will attend
you in the new sphere to which
your activities call you.Mr. Baker thanked them for
their gift, remarking that he
would always treasure the cigar
case which would undoubtedly
bring back to him affectionate
memories of his old friends in
Hong Kong. He did not want to
leave his old friends, but circum-
stances compelled it. But he
would leave Hong Kong on Satur-
day with the same wonderful
opinion of the members of the In-
stitute that he had always held.
He thanked them from the
bottom of his heart.

TAIKOO'S FAREWELL

MR. AND MRS. GRIMSHAW
LEAVING FOR HOME

PARTING GIFTS

After a residence in the Colony
between 30 to 40 years, Mr. and
Mrs. T. Grimshaw are leaving for
Home on retirement on Saturday
by the s.s. "Karmala."Mr. Grimshaw had been employ-
ed at the Taitook Dockyard for 28
years and was also with the re-
finery for 11 years. He resided at
Quarry Bay for 39 years and Mrs.
Grimshaw can recall Quarry Bay
as far back as 31 years ago. Both
have been largely instrumental in
building up the Quarry Bay com-
munity.In appreciation of the good work
done by both Mr. and Mrs.
Grimshaw, a happy ceremony took
place at the Taitook Recreation
Club yesterday evening, when a
presentation was made to the de-
parting couple. They were pre-
sented with a wrist watch and a
suit case each.There was a large gathering pre-
sent to wish Mr. and Mrs.
Grimshaw "good-bye" and the
musical programme which follow-
ed the presentation was thorough-
ly enjoyed. The ceremony was
presided over jointly by Mr. W.
Wotherspoon and Mr. J. Mitchell.He was taking her for a trip
down the Thames.As they circled round the old
lightship which helps to guard
the mouth of the river, she be-
came excited."Where are we going to now,
Tom?" she cried."We're going round the Nore,
my dear," said Tom, as he point-
ed to the venerable lightship."Oh, really, Tom!" she said, in
unbounded surprise. "I've heard
of 'im. And is that 'is ark?"

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank wire 1/11 1/2
Bank on demand 1/11 9/16
Bank 30 days' sight
Bank 4 months' sight 1/11 1/2
Credits, 4 months' 2/- 1/2
Documentary 4 months'
sight 2/- 1/2

On Paris—

On demand 1217 1/2
Credits, 4 months' 1232 1/2

On Berlin—

On demand
On New York—On demand 47 1/2
Credits, 60 days' sight 49 1/2

On Bombay—

Wire 131
On demand 131

On Calcutta—

Wire 131
On demand 131

On Singapore—

On demand 84 1/2
On Manila—On demand 95 1/2
On Shanghai—On demand 78 1/2
80 days' sight (private
paper)
On Yokohama—On demand 107
Gold Leaf, 100 fine
(per tael)
Sovereigns (Bank-
buying rate) 98 1/2Silver (per oz.) 25 1/2
Bar Silver in Hong
Kong 3% Prem.Copper Cash Nominal
Chinese Copper Cents 6% Prem.
Rate of Native In-
terest 7% p.a.Chinese Sub. Coin 33 1/4% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.
Paris 124.27 1/2
New York 4.35 13/16
Brussels 34.95
Geneva 25.22
Amsterdam 12.03 1/2
Milan 92.70 1/2
Berlin 20.47
Stockholm 18.16 1/2
Copenhagen 18.21
Oslo 18.20
Vienna 34.56
Prague 164
Helsingfors 193
Madrid 32.80 1/2
Lisbon 103 1/2
Athens 375
Bucharest 818 1/2
Rio 5 57/64
Buenos Aires 47 5/16
Bombay 1/5 29/32
Shanghai 2/8
Hong Kong 1/11 1/2
Yokohama 1/9 29/32
Silver Spot & For-
ward 25 1/2
—British Wireless Service.

EXECUTIONER DEAD

GRIM TALES OF THE ELECTRIC CHAIR

The police authorities of New
York State are unable to make up
their minds whether John W. Hul-
bert, who was found shot dead
in a cellar at his home, and whose
hand turned the switch which sent
to their deaths a hundred and forty
murderers while he was State exe-
cutioner, committed suicide or was
the victim of vengeance.For years Hulbert had lived in
mortal fear of assassination, a fear
that was concealed behind a gay
exterior. When travelling between
his home and Sing Sing Prison, he
never used a sleeping coach in the
train, but always rode awake in the
day coach. On at least one occa-
sion poison was put in his food,
and he only recovered a few min-
utes before the time necessary to
perform the duties of his office.His fears for his life noticeably in-
creased several years ago, when he
went to Omaha to introduce the
electric chair there, but was threat-
ened with hanging by an enraged
populace, and fled from the town.
Hulbert was a curious character
—silent, friendly, unfriendly, and
outwardly at least, callous to the
horrors of his office. He once saved
a ten-shilling taxi fare by riding on
a hearse with the body of a man
he had just electrocuted—the
hearse being paid for by the family
of the deceased. Shortly before an
execution he would sit resting in
the electric chair smoking ten cent
cigars. Once, however, when put-
ting to death a man he knew
well, he was so affected that
he had to be held up by the
guards at the switch board
in the death chamber, after being
given a stimulant which was in-
tended for the man who was to be
executed.Among famous murderers elec-
trocuted by Hulbert were the Police
Lieutenant Charles Becker and Dr.
Watts, the dentist. Hulbert suc-
ceeded Davies as New York State
executioner in 1913, being the second
to hold that title. The present exe-
cutioner is Elliot, who, succeeded
Hulbert. The electric chair was
put to its first test—an inglorious
one—in 1899 when William Hemm-
ler was executed under painful
circumstances involving the burn-
ing of flesh and lingering torture.

T.T. on London 1/11 1/2

T.T. on Shanghai 78 1/2

Banks

H.K. Bank \$1245 s 1240 sa
H.K. London Reg. \$132 1/2 n
Chartered Bank \$19 1/2 b
Mercantile A. & B. \$33 n
Mercantile C. \$15 1/2 n
F. & O. Bank \$29 1/4 n
Bank of East Asia \$30 1/2 n

Insurances

Canton Insurance \$695 b
Union Insurance \$378 s
North China Insurance \$160 b
Yangtze Insurance \$350 n
China Underwriters \$220 s
China Fire Insurance \$290 b
H.K. Fire Insurance \$765 b

Shipping

Douglases \$36 s
H.K. Steamboats \$24 1/4 s
H.K. Tugs & Lighters \$240 n
Indo-Chinas (Pref.) \$52 1/2 n
Indo-Chinas (Def.) \$92 n
Shell Transports \$98/- n
Shell Transports (new)
Union Water-boats \$22 1/2 n

Mining

Benguets \$23 1/2 b
Kailan Mining Ad. 66/- n
Langkats (comb.) \$14 n
Langkats (singles) \$7 1/2 n
Shanghai Explorations \$2.90 s
Shanghai Loans \$4 1/2 n
Raubas \$6.65 n
Tronoh Mines \$17/6 n
Docks, Wharves, Godowns, &c.
H.K. & K. Wharves \$123 b
H.K. & W. Docks \$36 a
China Providents \$4.55 b
Hongkows \$1.78 b
New Engineerings \$5.15 b
Shanghai Docks \$121 b

Cotton Mills

Ewo Cottons \$12.60 n
Oriental Cottons \$1.90 b
Shanghai Cottons (old) \$73 1/2 b
Shanghai Cottons (new) \$73 1/2 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$3.80 n
H.K. Lands \$60 b 61 s 60 1/2 sa
Shanghai Lands \$171 b
Humphreys' Estates \$14.55 b
H.K. Realities \$83.35 b
H.K. Territorials
Prince's Buildings
Public UtilitiesH.K. Tramways \$18 b 18.30 s
Peak Trams (old) \$12 1/2 b
Peak Trams (new) \$6.30 b
Star Ferries \$67 1/4 n
China Lights (comb.)
China Lights (old) \$13.35 b
China Lights (new) \$13.45 s 13.40 sa
China Lights 1928 issue
H.K. Electrics (old) \$56 1/2 n
H.K. Electrics (new)
Macao Electrics \$26 1/2 n
H.K. Telephones \$7 b
China Buses \$13 b
Singapore Tractions \$11/6 n
Singapore Pref. \$16/6 b
Sandakan Lts. \$2 1/2 s

Industrials

China Sugars \$1 s
Malabar Sugars \$27 b
Canton Ices \$1 1/4 b 1.90 s
Cements (comb.) \$8 1/2 b
Cements (old) \$7.30 n
Cements (new) \$14.40 b
H.K. Ropes (old) \$7 s
H.K. Ropes (new) \$5 n
United Asbestos \$3.65 n

Stores, &c.

Dairy Farms \$19 1/4 s
Watsons \$13.20 n
Der A. Wings 80 cts. b
Lane, Crawford \$2 1/4 s
Mackintoshes \$18 b
Sinceres \$12 b
Wm. Powells \$3.65 n

Miscellaneous

H.K. Amusements \$26 b
Hong Kong Constructions \$1 1/4 s
B. Ind. G. & Bond \$6 1/2 % n
H.K. Govt. Loans 7 1/4 % b Prem.

MRS. PANKHURST

STATUE TO BE UNVEILED BY
PREMIER

SUFFRAGETTE DAYS

Mr. Baldwin, the Prime Minister
of the Government which extended
women's suffrage, has promised to
unveil the memorial statue to the
late Mrs. Pankhurst, the leader of
the women's suffrage campaign.Just before the war Mr. Asquith,
the then Prime Minister, was pur-
sued by Mrs. Pankhurst's follow-
ers, and public scenes were
frequent. The first Woman's Sur-
frage Bill was passed during the
Premiership of Mr. Lloyd George.
In May 1914 Mrs. Pankhurst and
a crowd of Suffragettes tried to
force their way into Buckingham
Palace to demand votes for women
from the King.There were 67 arrests and dur-
ing a scuffle Mrs. Pankhurst was
carried by Inspector Rolfe to a
motor-car, in which she was taken
to Holloway Prison.The statue is being executed by
Mr. A. G. Walker, A.R.A., the sculp-
tor of the statue of Florence
Nightingale in Waterloo-place and
of the bust of the Duchess of
York in the Royal Academy last
year.It will show Mrs. Pankhurst
standing with her right hand out-
stretched in a gesture of appeal and
her left hand holding her spectacles.The unveiling is not expected to
take place until after the general
election.

Now is the time to exterminate all insects!

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Pharmaceutical Chemists
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are shown in the

OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS

and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.After a fairly long period of comparative safety for
foreigners, the cables and wireless this week have been hum-
ming with news of the firing by Chinese soldiers at a British
gunboat and other craft, the wounding of three men of
the Royal Navy and a U.S. Pressman, the injury, captivity
and robbing of a man employed by the Asiatic Petroleum Co.,
the looting of a Roman Catholic mission, and the killing of an
American missionary.These are among the outstanding events of a week ren-
dered noteworthy by the continuation of a campaign to decide
the right to govern Hankow. Although there is no anti-
foreign propaganda, the news has caused alarm. People at
Home will want to know more about it. The "Overland
China Mail," the only illustrated weekly news budget pub-
lished in Hong Kong, with its local pictures, news, comments,
explanations, and special articles, will be very welcome to
those who desire to keep abreast of the times.Political China is undergoing more changes. At the last
moment, Japan has decided not to evacuate Shantung. And
the situation is full of interest.All the "local" news—and local pictures—will also be
found in the "Overland China Mail." Test its value by sending
one copy to a friend first. You will earn his or her approba-
tion.

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"THE OVERLAND CHINA MAIL."

Sport Columns

HOME FOOTBALL.

PORTSMOUTH'S FIGHT TO STAY IN

DRAW WITH LIVERPOOL

London, Yesterday.
At Liverpool to-day Portsmouth, no goals being scored. Whether Portsmouth can still escape relegation depends on the performance of Bury, who have 30 points for 38 games and on Burnley, who have 33 points for the same number of games.

In the Southern League Exeter brought themselves away from the bottom position by a win over Brighton by four goals to one.

Barrow, in the Northern Section, picked up a valuable point against South Shields, but they are not out of the wood yet.

The other results had no bearing either on the championships or relegations.

League—Division I

Liverpool, 0; Portsmouth, 0.

Bolton Wanderers, 3; Aston Villa, 1.

Second Division

Chelsea, 2; West Bromwich, 5.

Charlton, 0; Fulham, 0.

Exeter, 4; Brighton, 1.

Third Division (North)

Crews, 3; Rotherham, 0.

South Shields, 2; Barrow, 2.

Scottish League

Celtic, 1; Queen's Park, 2.

Motherwell, 2; Rangers, 4.

—Reuter.

LEAGUE TABLES

First Division	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	39	21	9	9	63	55	51
Aston Villa	39	21	4	14	90	77	46
Leicester	39	19	8	12	85	64	46
Sunderland	39	19	7	13	87	65	45
Derby	39	18	9	11	83	60	44
Liverpool	39	16	10	12	83	59	43
Leeds	37	16	8	15	87	70	40
Everton	39	18	4	17	61	63	40
M'chester	39	16	8	15	80	84	40
Blackburn	38	15	9	14	67	60	39
Arsenal	37	13	12	14	67	60	38
Newcastle	39	15	9	15	67	64	38
Bolton	38	13	11	14	65	66	37
West Ham	39	15	7	17	82	89	37
Birmingham	39	13	10	16	62	72	36
M'chester U.	39	12	12	15	58	73	36
Huddersfield	38	13	9	16	65	64	35
Sheffield U.	39	12	11	16	78	81	35
Portsmouth	39	15	4	20	53	76	34
Barnley	38	14	5	19	73	97	33
Bury	38	12	6	20	53	87	30
Cardiff	40	8	11	21	41	87	27

Second Division	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	38	22	5	11	77	56	49
Middlesbrough	39	19	11	9	87	67	49
Notts. City	40	19	9	12	77	58	47
Southampton	39	15	14	10	88	87	44
West Brom.	39	18	8	13	77	72	44
Sheff. Wed.	39	16	11	12	67	67	43
Bradford	38	19	4	15	81	67	42
Chelsea	40	16	10	14	61	60	42
Blackpool	39	17	6	16	82	72	40
Millwall	38	16	7	15	70	74	39
Notts. Forest	39	13	12	14	67	68	38
Tottenham	39	15	8	16	67	78	38
Preston N.E.	39	15	7	17	72	71	37
Hull	38	11	14	13	62	59	36
Wolves	39	14	7	18	72	74	35
Bristol C.	39	13	9	17	56	64	34
Reading	39	13	9	17	67	72	34
Swansea	39	13	9	17	62	71	35
Barnsley	39	14	6	19	63	84	34
Oldham	39	14	5	20	68	71	33
Port Vale	39	14	3	22	66	83	31
Clapton O.	39	11	8	21	41	66	30

Division III. (South)	P.	W.	D.	L.	F.	A.	Pts.
Northampton	39	19	11	9	91	51	49
Queen's P.R.	38	18	12	8	76	55	48
Luton	39	15	10	14	86	65	45
Charlton	38	20	8	10	81	57	47
Fulham	39	19	9	11	95	68	47
Crystal Pal.	37	19	10	10	72	62	46
Watford	37	19	7	13	76	64	45
Plymouth	38	16	12	10	75	60	44
Bournemouth	37	16	12	11	76	68	43
Southend	39	15	10	14	76	69	40
Coventry	39	14	11	14	59	54	38
Brentford	39	14	10	15	56	56	38
Walsall	38	13	13	13	70	71	38
Swindon	37	12	14	14	64	67	35
Newport	37	12	7	19	62	76	31
Brighton	38	13	6	19	52	72	32
Bristol R.	38	12	6	20	55	73	30
Merthyr	39	10	8	21	51	100	28
Exeter	39	9	10	20	65	85	28
Torquay	37	11	5	21	57	77	27
Norwich	37	11	4	22	53	72	25
Gillingham	38	9	8	21	39	76	25

Division III. (North)	P.	W.	D.	L.	F.	A.	Pts.
Stockport	39	25	6	8	105	56	58
Bradford C.	38	23	9	6	118	41	55
Wrexham	39	21	10	8	88	51	52
Doncaster	39	21	8	10	74	60	50
Lincoln	39	20	6	13	85	65	46
Wigan	38	18	8	12	71	45	44
Carlisle	41	18	8	15	84	76	44
Tranmere	39	20	2	17	72	75	42
Chesterfield	39	17	5	17	69	69	40
S. Shields	39	16	8	15	79	71	40
Crews	38	15	8	16	70	63	38

RUGBY FOOTBALL

CLUB DEFEAT TEAM FROM THE "CORNWALL"

YESTERDAY'S MATCH

The Hong Kong Club Rugby fifteen played their last match of the season against a team from H.M.S. "Cornwall" at Happy Valley yesterday when they scored an easy victory by 21 points (three goals and two tries) against 3 (one try).

The Club played better together than their opponents and showed accuracy in their passing. They took up the attack early in the game, and never slackened. A well-combined rush resulted in their scoring their first try shortly after the start, the kick failing. Soon afterwards they added further to their score, to give them the lead by 13 points to nil at the interval.

The "Cornwall" team, who were much heavier than the Club players, lacked their opponents' accuracy but soon after the resumption they forwards found an opening, and scored an unconverted try.

The Club again attacked and through some skilful passing replied with a try which was left unconverted. A short time before the final whistle went the Club scored a goal, to give them a win by 21 points to three.

LOCAL LEAGUE

Three Second Division Games Played

Yesterday's games in the Second Division resulted as under:—

K.O.S.B. 6 R.A.F. 0

Small Units 3 S. China "A" 1

Kowloon F.C. 3 R.A. Res 2

K.O.S.B. v. R.A.F.

A runaway victory for the Borderers proved the verdict of an issue with the R.A.F., when these two teams met yesterday at Sookumpoo. The R.A.F. never got settled and although the K.O.S.B. netted six times, they were not up to usual standard. The game was poor, neither team being at their best. Four goals were registered against the Air Force in the first half. Jarvis (R.A.F.) played a splendid game in goal in the second period and kept the score from mounting. As it was, only two were netted against him.

Small Units v. South China "A"

At Caroline Hill, South China were defeated by the Small Units by three goals to one. The game was fast throughout and the Small Units deserved their win. Each side scored once in the first half, Gosling for Small Units and Ng Po-kin for South China "A".

The Small Units attacked strongly from the restart, but failed to penetrate a sound defence. A penalty to the Small Units did not improve matters. Coates failing with the spot kick. Gosling and Twelves scored for the Small Units before the final whistle sounded.

Kowloon v. R.A.

Playing on the Railway ground, Kowloon unexpectedly beat the R.A. by the odd goal in five. The R.A. took the lead through Reid with Kowloon two players short.

This lead was maintained to the interval. Kowloon fielded a full side when the second half commenced and King made matters even. Seddon gave the home team the lead, while Campbell put them three up. Taylor scored for the Gunners.

AMENDED TABLES

First Division	P.	W.	D.	L.	F.	A.	Pts.
Somersets	20	13	4	3	63	17	30
Albion	19	12	4	3	41	22	28
S. China	20	12	2	6	36	25	26
K.O.S.B.	20	11	3	6	48	26	25
Police	20	10	3	7	26	22	23
Royal Navy	19	10	1	8	42	27	21
Kowloon	20	6	7	20	27	20	19
Recreio	17	5	3	9	41	11	13
H.K.F.C.	18	4	4	10	22	40	12
R.A.	19	6	0	13	23	41	12
Small Units	20	1	0	19	14	76	2

KOWLOON COLLEGE

Beat European Team by Seven Goals

Before a big crowd of football enthusiasts at King's Park, an interesting match was played between a Hong Kong European team and Kowloon College yesterday afternoon and resulted in an easy win for the latter by 7 goals to 1.

CHANNEL TUNNEL

ESTIMATED COST £30,000,000

10 PER CENT. RETURN

More than a hundred M.P.'s attended a meeting summoned by Sir William Bull at the House of Commons to discuss the Channel tunnel proposal. On the platform were Sir Robert Horne, Sir A. Shirley-Benn, and Baron Emile d'Erlanger, chairman of the Channel Tunnel Company.

Sir William Bull invited anyone in the room who was interested to join the executive committee. They thought it would be desirable to set up several sub-committees who would deal with certain aspects of the work, namely, geological, engineering, military, and financial and trade branches.

Replying to a number of questions, Baron d'Erlanger said that the cost of building the tunnel from the English coast to the French coast was estimated at £30,000,000. Half would be pro-



Comdr. Willis W. Bradley, jun., of the Bureau of Navigation of the Navy Department, who has been appointed Governor of the Island of Guam. He received the medal of honour for heroism aboard the U.S.S. "Pittsburgh" during an accidental explosion on that ship in 1917.

vided by the French and half by the British.

There would be three tunnels—a drainage one, which would entail an expenditure of £5,000,000, and twin tunnels to carry the traffic from one coast to the other, which would cost £25,000,000. He was confident that the money could be found without Government assistance.

There would be one up-line and one down-line. The diameter of the drainage tunnel would be 12ft. and the big tunnels 20ft., with a 7ft. gauge.

The question of ventilation presented no difficulty. The construction period was estimated to take two and a half years for the drainage tunnel and about four years for the twin tunnels. The distance would be twenty-four miles.

Dealing with another question concerning the finances of the scheme, Baron d'Erlanger said that if it were estimated that annually 4,000,000 passengers were carried through the tunnel, paying the tariffs now charged for the Channel crossing—an average of 16s a head—a gross income of £2,400,000 would result. It ought to be possible to run the tunnel on an annual expenditure of £1,000,000. Then there would be at least £800,000 paid annually in freight receipts. Thus there would be a net income of £3,000,000 a year—10 per cent. return on the capital of £30,000,000.

Asked where the entrance would be on this side, Baron d'Erlanger said that this would be for Parliament to decide, but the company would like it somewhere near Folkestone. Regarding employment, he added that in making the tunnel £15,000,000 would be spent in England—3,000,000 weeks' wages at £5 per

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SAT. APRIL 20th. "Other Men's Wives"

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WATER SUPPLY

Level and Storage of water in Reservoirs on April 1, 1929:—

CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	15'10" B 21' 1" B	
Tytam Byewash	22' 6" B 24'10" B	
Tytam Intermediate	22' 6" B 3' 0" B	
Tytam Tuk	43' 1" B 99'11" B	
Wong Nei Chung	22' 8" B 35' 9" B	
Pokfulam	21' 9" B 30' 7" B	

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]

Storage in millions and Decimals of gallons.

	1928	1929
Tytam	263.92	229.27
Tytam Byewash	1.67	.73
Tytam Intermediate	91.40	179.30
Tytam Tuk	578.75	32.42
Wong Nei Chung	5.09	1.83
Pokfulam	21.15	7.60

Total 964.98 457.20

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March.

	1928	1929
Consumption	218.57	175.36
Estimated population	420,520	430,840

Consumption per head per day 16.7 13.1

Intermittent Supply in all Rides Main Districts during March 1928. Services to houses in the Rides Main Districts were disconnected and a supply was given by public street fountains only during March 1929.

KOWLOON WATER WORKS LEVEL.

	1928	1929
Kowloon Reservoir	11' 3" B 32' 3" B	
Shek Lai Pui Reservoir	2' 0" B 11' 9" B	
Reception Reservoir	6'11" B 3' 2" B	

Storage in millions and Decimals of gallons.

	1928	1929
Kowloon Reservoir	245.40	99.25
Shek Lai Pui Reservoir	108.00	73.04
Reception Reservoir	30.73	24.95

Total 384.13 197.24

Consumption of water in Kowloon in millions and decimals of gallons during the month of March.

|--|--|



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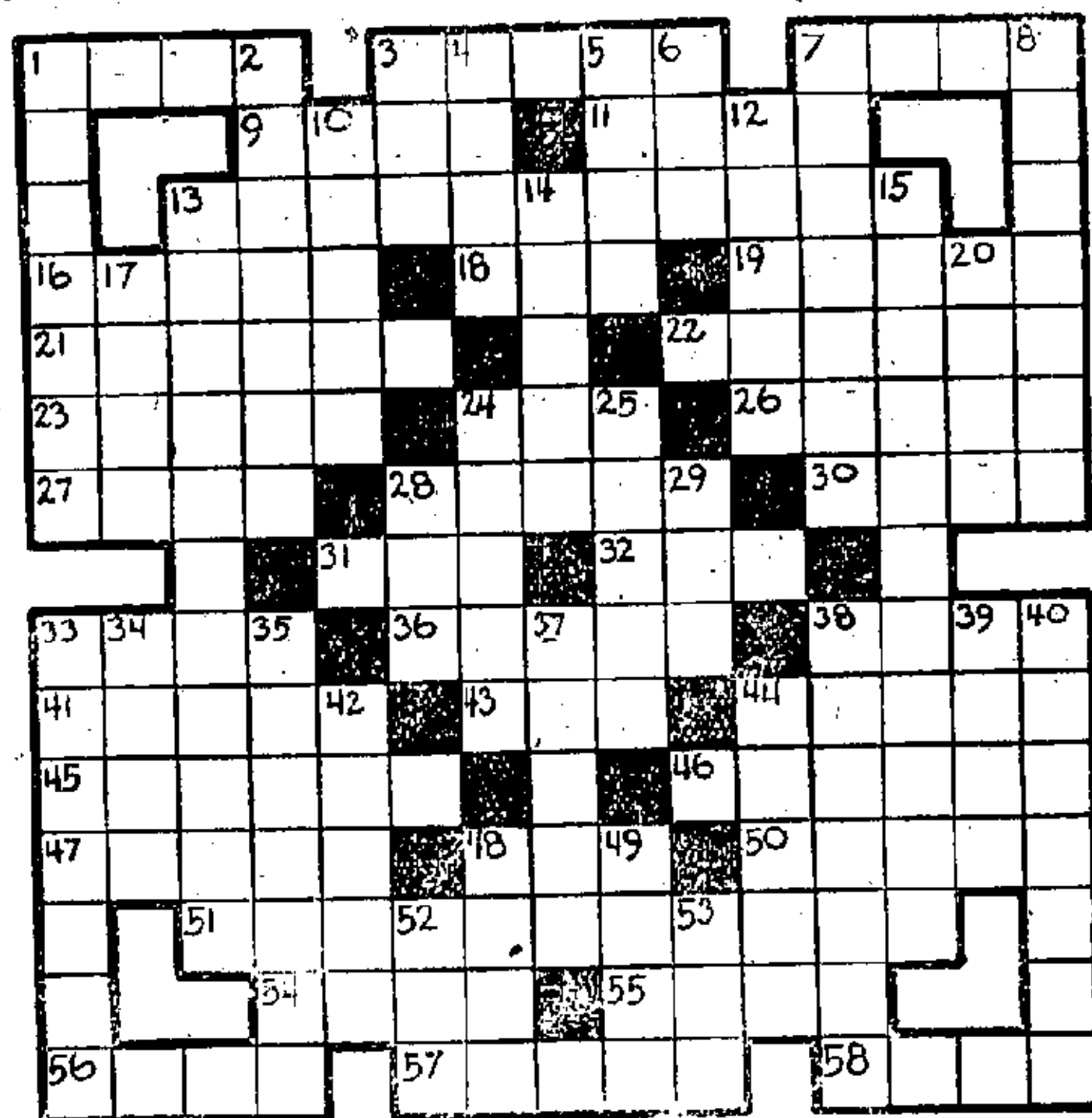
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Ice House Street.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and alkali.)



HORIZONTAL

- 1-A small sour apple
- 3-Hut
- 7-Affirm positively
- 9-Degree
- 11-Teutonic "Mister"
- 13-Characteristic of a miser
- 15-Random cut
- 18-Noise
- 19-Combining form. Small
- 21-Patch up
- 22-Elder
- 23-Afflictions
- 24-Fasten by means of stitches
- 26-Wearies
- 27-Challenge to strife
- 28-Danger
- 30-Sheath
- 31-Custion
- 32-Moisture
- 33-Collect into a body
- 35-Ran swiftly
- 38-Chief actor
- 41-Sure
- 43-And not
- 44-Pleasant in manner

HORIZONTAL (Cont.)

- 46-Something of little value
- 48-Galling madness
- 49-Covered on the inside
- 48-Faucet
- 50-Beating of the heart
- 51-Machines for forming substances into grains
- 54-Soot
- 55-Cloth
- 56-Apportion
- 57-Petaspene
- 58-Scoopy water

VERTICAL (Cont.)

- 10-Waste of burned fuel
- 12-Let again
- 13-Making apparent
- 14-Bodily organ
- 15-King bird of paradise (pl.)
- 17-Reside
- 20-Digit
- 24-Covered vehicle
- 25-Having greater breadth
- 28-Nominal value
- 29-Conducted
- 32-Guide wrongly
- 34-Profess
- 35-Various
- 37-Marine formation
- 38-Outskirts of city
- 39-The bird class of animals
- 40-Takes ill
- 42-Defensive rampart
- 44-Flavor
- 48-Harmonize
- 49-Boy in livery
- 52-Incline the head
- 53-Sailor

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

BIBLE SOCIETY

NEW SECRETARY FOR
B. & F. S.

The Committee of the British and Foreign Bible Society have appointed the Rev. Arthur Henry Wilkinson, Vicar of Poynton, in the Diocese of Chester, as one of their chief secretaries in the place of the Rev. C. H. K. Boughton, now Vicar of St. John the Baptist, Leicester.

Mr. Wilkinson, who is a Balliol man, took an Honours Degree in Modern History at Oxford, and his B.D. Degree, with three distinctions, at Victoria University, Manchester.

In 1916 he was sent by the C.M.S. to Men-Cheo. In 1919 he was transferred to the West China

YESTERDAY'S SOLUTION



University at Chentu, and lectured in English and history. He took a large share in the administrative work of the University and also in that of the C.M.S. Returning home in 1924, owing to the troubles in China, he was presented to the living of Poynton.

"YARD'S" PAPERS

DISTRIBUTING SECRET INFORMATION

CRIMINAL "WHO'S WHO"

In these days of ultra-rapid communication the world can be quickly apprised not only of the commission of a crime, but quite often of the criminal's personality. For instance, a suspected man's finger-prints can be sent by wireless to any part of the world and identified in an hour. At the same time (writes Paul Preston in "Overseas"), if it were not for "early information," the most meticulous criminal identification methods of registration, and scientific aids to capture would be much less effective.

In other words, it is well for the police authorities to be in prior possession of knowledge which narrows the field of investigation, for to know whom to look for and where to look for him is an obvious advantage which need not be stressed. This ideal is, of course, much in advance of the facts, but they are sufficiently striking to make even an exaggeration border on the truth.

Patrick Mahon Case

Most people will recall Patrick Mahon, a plausible, well-dressed criminal who murdered Edith Kaye. The case filled hundreds of columns of the world's Press. Now many a man who imagines he is safe, practically walking in the shoes of invisibility, his actions known only to himself, would be greatly surprised if he got a peep at one of Scotland Yard's own papers, and found there records of his doings and misdoings over periods not only measured by months but often by years. In this case the murderer's record had appeared in print, all unbeknown to the general public, certainly for months before the actual commission of the crime which made him notorious.

The fact is that Scotland Yard prints, for private circulation only, two papers, "Informations," formerly entitled "The Hue and Cry," and "The Police Gazette," in which the fullest information of the activities of the criminal classes is recorded.

For a civilian to possess a copy of either of these prints constitutes a serious offence under the Official Secrets Act. "Informations" is printed at Scotland Yard and is distributed by motor-cyclists to all police stations in the Metropolitan area, and the police make it part of their daily reading. Needless to say, it is the cause of many a smart capture which seems to the public little short of miraculous.

Its columns consist of the most part of details of current crimes in summarised form, but much information is withheld for the chiefs only, and only such information is given as will expedite capture. Everything else is ruthlessly expunged. It is issued twice daily.

The "Police Gazette," on the other hand, is issued only twice weekly and is a much more readable paper. One can imagine a keen detective settling down to read it with interest as well as with a desire to learn all he can about the cases he has to tackle. In fact, to get into the pages of "The Police Gazette" a criminal must be "somebody" in the world of crime. The editor has no room for the sneak-thief who lifts the milk from the doorstep or steals the supper beer from a child. The criminals set forth here are probably capable of attempting a raid on the Bank of England or the Crown Jewels.

The accounts are much lengthier. The records of well-known members of the under-world of crime, both in this and other countries, are fully set forth, and the photograph, age, birth-place, former convictions, and even the methods of crime of many people who pass for respectable citizens in the eyes of neighbours, can often be found there. It constitutes the "Who's Who" of the criminal world, and is far more useful to the policeman than any civilian reference book whatsoever.

HOME POLICE

WALLASEY'S SEARCH FOR EFFICIENCY

Determined to secure highly efficient officers, Wallasey is inviting the whole country to supply two probationary constables for the police force.

They stipulate that candidates must be of good education; athletic, and able to swim. Mr. P. L. Barry, the Chief Constable, states that previous efforts had secured a good standard of recruits, including college-trained men. Although Wallasey itself contained no dearth of physically fit candidates, the police force to-day required a high standard, demanding a search throughout a wide field. We must have the best men possible for vacancies," he added.

MEN AND WOMEN

WHO HAVE THE MOST FUN

WOMAN WRITER'S VIEWS

Can it be proved that women are temperamentally happier than men?

Statistics cannot show a state of mind; but they reveal the fact that barely thirty per cent. of the people who take their own lives are women, for they numbered 1,500 out of the 5,000 suicides in England and Wales last year, writes Florence A. Kilpatrick in the "Daily Mail."

It is certain that women are not inclined to get so despondent over misfortunes as men; their courage is usually more moral than physical; therefore they are quicker to see the silver lining to the cloud. On the other hand, they get more diversion out of the ordinary things in life. Can that being described by the Registrar-

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General as "the average man" find a joyous adventure in the mere buying of a hat?

Could he be happy and amused for an entire day just by altering the appointments of a room and rearranging the furniture?

Does he allow himself the mental relaxation of writing a long gossip letter to a friend? Rarely does he keep up friendships in this way. The letter writers are women, and it is one of the greatest interests in life to receive letters.

"The fun men have!" exclaims the Confesse in "What Every Woman Knows," when hearing of John Shand's brief career as a boiler-scraper.

Amusing and exaggerated as this sounds, I believe women are apt to regard as fun what counts as the serious business of life in the eyes of men.

Observe the faces of the people in the streets. Men walk, as a rule, with preoccupied and grave expressions; it is the women who look alert and smiling. The Japanese—whose writers are the most ungallant in the world in their attitude towards the fair sex—have an old proverb which declares, "Men laugh with their hearts; women only with their mouths."

If there is a hint of truth in this, it merely suggests that women's emotions are nearer the surface; being more sensitive, they can get a keener enjoyment out of life. Does not this suggest that women are happier than men?

TO-DAY'S RADIO

SINCERE COMPANY PROGRAMME

TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 860 metres.

6.30-6.30 p.m.—Programme of Chinese Music

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme of Chinese Music relayed from the Roof Garden of Messrs. The Sincere Co., Ltd.,

10.30 p.m.—Close Down.

DRINK SEIZURE

LIQUOR FOR NEW YORK SOCIAL AFFAIRS

While President Hoover plans a complete investigation into prohibition New York continues to enjoy Europe's choicest liquors.

Two offices ostensibly devoted to legitimate trade have been raided by Federal prohibition agents, who secured imported liquors valued at £100,000. This store is alleged to be the nest-egg of a "ring" which supplies high-grade drink to prominent wealthy New Yorkers.

Four men and a woman have been arrested and released on bail of £1,500 each, but the leader of the alleged "ring" was said to be holiday-making in Europe.

The Federal agents made the arrests after several months of inquiry, during which they found that liquor was being supplied for many big social affairs in New York, even to one of the largest public dinners given recently, and that the "ring" made a speciality of supplying drinks at fashionable weddings.

Had Malaria Nine Months.

Another Cure In Ceylon By
Dr. Williams' Pink Pills.

There is no disputing facts. That the rich red blood made by Dr. Williams' Pink Pills overcomes the germs of malaria has been proved over and over again by incontestable testimony. Read the evidence of Mr. W. J. Ekanayaka, a Government employee residing at Waragoda, Kelaniya, Ceylon.

"Some years ago I fell victim to malaria while making a tour on business," states Mr. Ekanayaka. "The fever attacks were recurrent and made me very weak. For about nine months I was trying various medicines in the hope of getting the malaria out of my system but they had little or no effect."

"One day a little book came into my hands wherein I read of cases of malaria having been cured by Dr. Williams' Pink Pills, and thus was led to try this remedy. After the first bottle my temperature improved and I found my appetite returning. So I continued the treatment until I was completely restored. Ever since then I have kept good health, so from my own experience I can recommend Dr. Williams' Pink Pills as a cure for malaria."

Not only for malaria victims, but also for sufferers from anaemia, debility, insomnia, digestive weakness, or any other trouble due to a run-down condition of the blood or nerves, Dr. Williams' Pink Pills are a restorative of proven worth. Of chemists everywhere, or post free at \$1.50 per bottle, \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 60, Kianse Road, Shanghai.

Goblers



Ruckers are harder to rear than children sometimes, but they mature earlier, and once they reach maturity there is less chance of them going wrong. W. Freeman with his tremendous flock, demonstrates that other than wheat can be raised in Alberta. He gets his greatest returns at a time when Santa Claus is making his heaviest outlays. The farm is at Strathmore, where is also the Canadian Pacific Experimental Farm.

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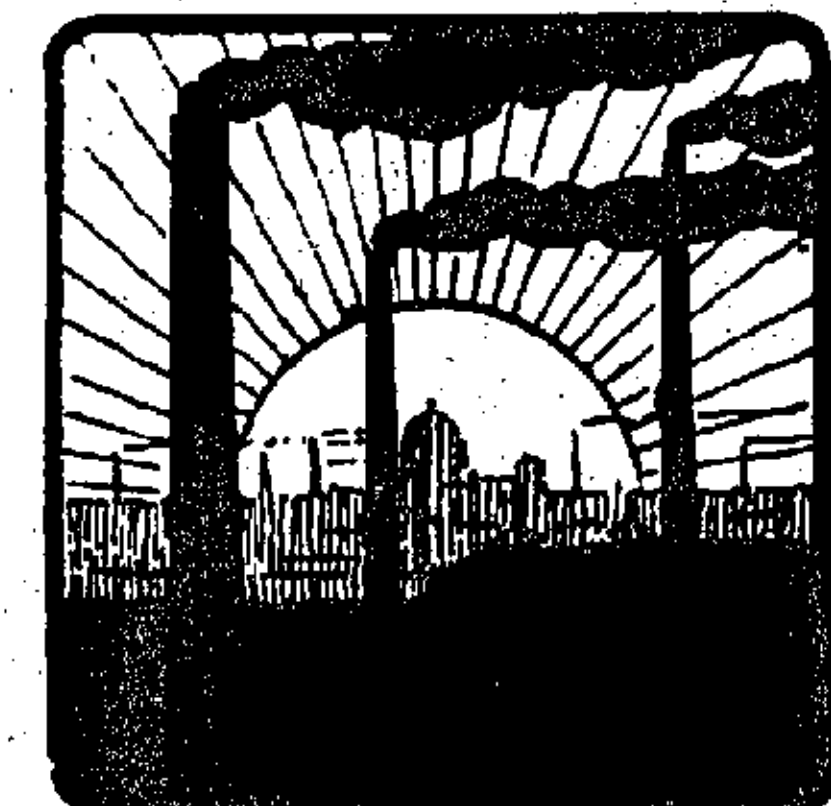
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THE MOTORISTS' PAGE

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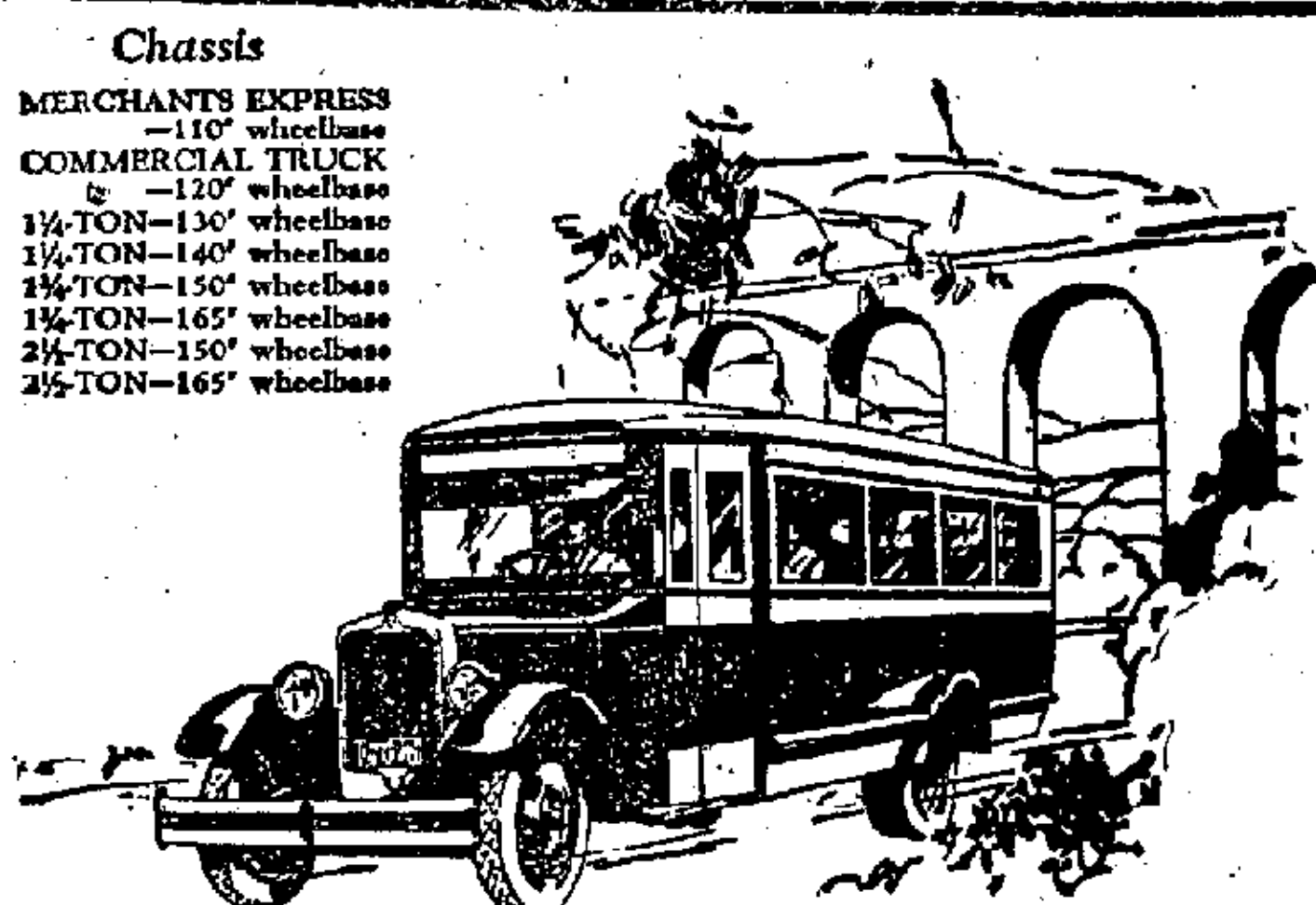
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SPEED LIMIT?

WHEN MOTORISTS ARE
DANGEROUS

PUBLIC AND ROAD RULES

The question of speed limit was among the subjects discussed before the Select Committee of the House of Lords which is considering Viscount Cecil of Chelwood's Road Vehicles Regulation Bill.

A witness representing the Ministry of Transport expressed the view that the question should be left to be decided by the free will of Parliament. The Chairman mentioned that the London police were in favour of a speed limit.

The Committee was presided over by the Earl of Wemyss, and the other members present were Earl Russell, Viscount Cecil, and Lord Sandhurst.

Mr. H. H. Pigott gave evidence on behalf of the Ministry of Transport. Regarding the question as to whether applicants for licences should undergo a physical examination, the witness said that in countries where such an examination had been instituted it had never been abandoned. To carry the provisions of the bill into effect in this respect would, however, be expensive. Another method would be for action to be taken on substantial information being lodged as to the physical condition of a driver, say, by the police. The applicant would then only receive a licence on passing tests.

"The competence of drivers," added witness, "depends so much upon the development of road sense. You can only acquire road sense by practice and by proceeding with caution. I think the general opinion would be that when a man starts learning, and a few weeks after, he is not dangerous. When he begins to think he knows all about it then he is really more dangerous than at any other stage of his career. There is also the man who is always constitutionally dangerous because of his reckless character."

Witness agreed that it would be a good thing that an applicant for a driving licence should state that he was familiar with the ordinary rules and courtesies of the road.

Earl Russell: Would a higher speed than twenty miles an hour be safe for charabancs?

Witness: The modern type of motor-coach is a fine type of vehicle, and the driver has it under good control. Whether the speed is too low is a matter of opinion.

Speed and Road Damage

Witness did not think speed was often an element of danger to persons in motor-coaches.

Viscount Cecil: Has the speed of heavy vehicles been a contributory of roads?

Witness: Undoubtedly speed has a considerable bearing on the wear and tear of roads. When Piccadilly was under repair the motor-buses and heavy traffic were turned down Constitution-hill. The Office of Works pointed out that the road was not intended to carry such traffic. A low speed limit was strictly imposed, and the roadway hardly suffered at all.

Dealing with the proposition in the bill that the maximum speed of motor vehicles should be controlled by some mechanical device, the witness contended that rapid acceleration was as important as rapid braking power. If two vehicles had to pound along side by side before one could pass the other, there would be increased danger. It might be necessary to have special traffic police to enforce a speed limit.

Viscount Cecil: I have heard the allegation that where policemen have pursued a car they have hooted loudly to induce the car to go faster, and then arrested the driver on a charge of exceeding the speed limit. (Laughter.)

Witness said the department's view would be to "turn down" mechanical speed governors for cars, and to rely upon increased penalties for dangerous driving and the paying of increased attention to dangerous driving.

Viscount Cecil: You would abolish the speed limit altogether.

Witness: I think that is a point any Government would leave to the free will of the House.

As to all motor users having to insure against third party risks,

the witness stated that while the Minister of Transport had great sympathy with the principle involved there would be considerable difficulties in carrying it out. The companies with which insurance was effected would have to be approved by a Government department, and there would arise a demand for some sort of public control over them. As a man who was not insured would be unable to secure a licence the companies would be in a position to say whether a man could be a driver or not. Such a man ought to have some power of appeal. As a man might drive a lorry and a motor-cycle, the insurance would have to be in respect of the vehicle.

The Chairman: In extreme cases in respect of even a stolen vehicle.

Insuring Bandits

Earl Russell: I don't think you can ask anyone to insure a bandit.

Witness: The New Zealand bill provided even for that.

Clause G of the bill would give highway authorities power to make alterations in the levels of roads, so as to prevent excessive speed at dangerous points.

Witness stated that the Ministry of Transport was opposed to such devices. The cuttings across the roads in some parts of France were usually negotiated by the drivers increasing speed and shouting out a warning to the passengers. (Laughter.)

Earl Russell: "Young bloods" might go out and see how fast they could drive over these obstructions.

Witness added that he would be sorry to have personal responsibility for placing such obstructions. The warning signs would have to be effectively illuminated at night. The signs, if they were merely illuminated by "cat's eyes," might get rusty and small boys would find them inviting targets. Heavy, well-sprung cars would cross these obstructions easily, but in some classes of cars the drivers might be deprived of control.

Viscount Cecil: We have 5,000 people killed annually and 200,000 injured. What are we going to do about it?

Witness: I would rather have a particular type of notice at such place and make it a serious offence not to pay attention to it.

Viscount Cecil asked if the Ministry of Transport could not take his "unhappy" bill and use it for what it was worth in drafting a bill for the promotion of safety. People were getting impatient.

Witness replied that the Minister of Transport welcomed the public imputations and Viscount Cecil's bill. He had no doubt the Ministry could draft such a bill. The difficulty of the Ministry was that it was practically impossible to get a bill through Parliament at the present time.

"Who are You to Tell Us?"

Mr. Mervyn O'Gorman, vice-chairman of the Royal Automobile Club, said that it was of the utmost importance to "force people into establishing a custom of keeping to the left the whole time, both on the road and on the pavement."

"The trouble is," he said, "that when the Safety First Association started to try and instruct the public in this matter, people turned round and said: 'Who the devil are you to tell us what to do?' and promptly did exactly the opposite."

The Chairman: Have your scouts any power to stop dangerous driving? They have no power, but in fact they do. I am one of those who still regard the motorist as being not at all anxious to do any harm to anyone. (Laughter.) We find that a little tactful advice to motorists is usually of considerable avail.

Members of the committee took exception to the witness's frequent use of the term "unavoidable accidents."

Earl Russell: I do not believe there are "unavoidable accidents." The good driver should take into account the stupid mistakes that the bad driver is going to make, and should be additionally cautious. Viscount Cecil: In other words, you are not entitled to kill a man because he is crossing the road in a silly manner.

Earl Russell: Or to run into another motorist because he is doing the wrong thing.

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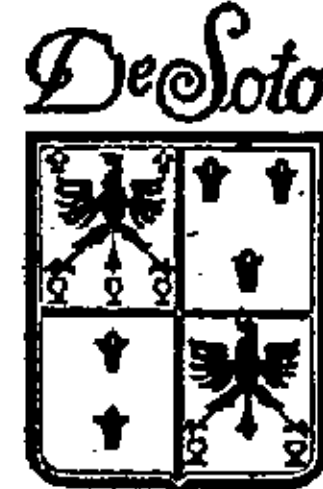
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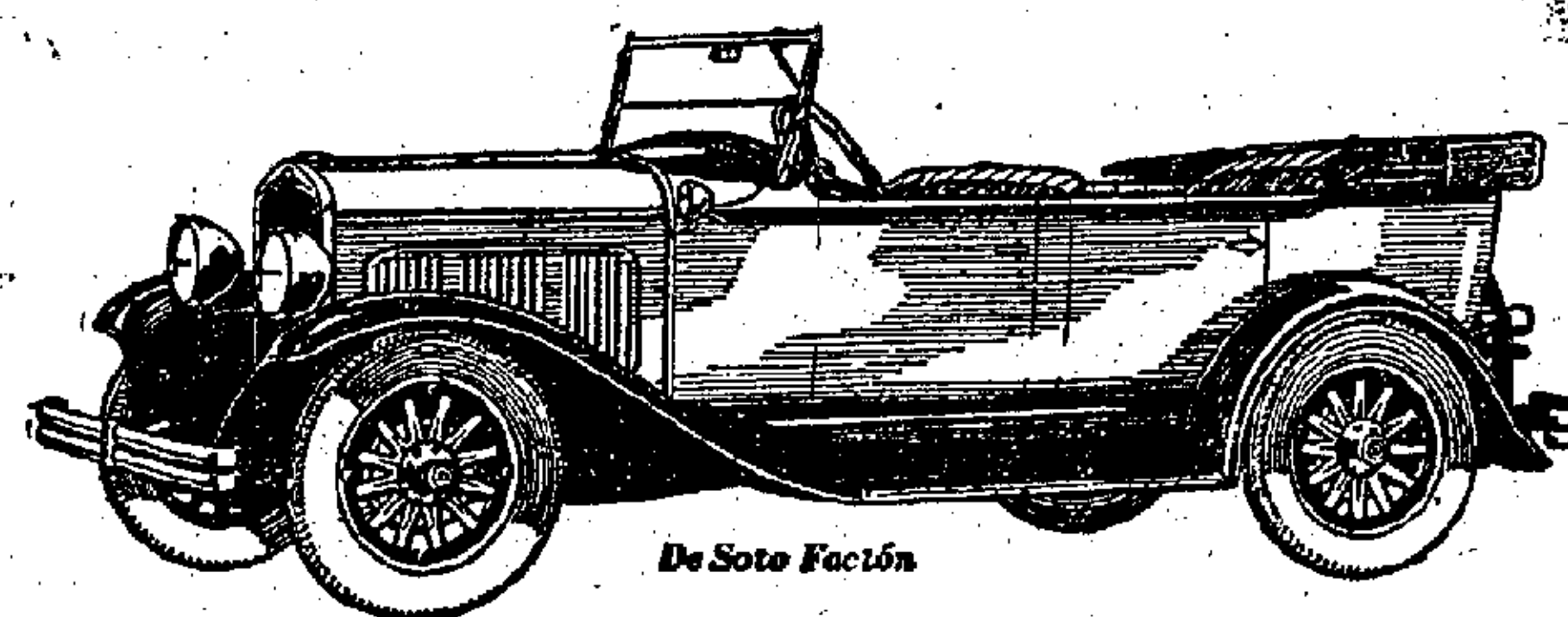
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SEGRAVE'S RECORD

GOLDEN ARROW PILOTTED TO VICTORY

DRIVER'S ACCOUNT

Two hundred and thirty-one miles an hour!

When Segrave first exceeded 200 m.p.h. at Daytona two years ago, everyone thought the limit had been reached.

Is there a limit at all when in those two short years the same driver can add nearly thirty miles an hour to the record?

Imagine a vast stretch of almost deserted sand flanked on one side by the sea, on the other by low banks, beyond which are the houses of Daytona in Florida. Where the sea plays the sand is soft and dark, above that it hardens to a concrete-like surface almost dazzlingly white, and above that again, nearer the banks, it is looser, more like real sand.

In the foreground stand desert-like certain strange marks with a flaring light, a mile away are others with another light, and in between the marks stretches, just clear of the sand, the wire of an electrical timing apparatus. Safely distant is the apparatus itself with officials watching the strip on which a clock-like mechanism stamps the recorded time. Up on the banks is an eager throng of people kept in order, and out of harm's way, by a line of police, some on motor cycles, some in cars, while all around are cameras of every shape and kind.

The Monster Starts
From the sea there is a steady, mild wind. An electric warning horn sounds. Suddenly the car is caught by a far-off muffled roar as of some unseen angry monster. The roar deepens to a thunder, increases very swiftly, becomes indescribable, something beside which the menacing voice of a fighting aeroplane high up in the sky is but a pale reflection. Far away on the sand a small weird-looking, low machine comes into view with incredible swiftness, its gold paint glistening. It travels with deceptive smoothness, becomes rapidly larger, achieves a pandemonium of noise, and, before a single detail can be recognised, hurls itself between the marks and is instantly disappearing in the distance.

Thought Outfaced
The thing's pace out-speeds thought, and it is some seconds before the mind can take it all in; then it flashes upon one that the car seems to be travelling in silence and the uproar to be following astern. Of smoke, or dust, or upflung sand there is no recollection, and, curiously, not a memory of the man whose skill alone controls that giant projectile.

Right away beyond the mark posts, unseen by most of the spectators, a group of mechanics dash at the car as it slows to a stop with long streaks of oil running along the body and a show of orange flame from the squat exhausts. Four quaint jacks are screwed from the frame to the sand, and three tons of car rise slowly amid the hard clatter of hammers on the wheel hub nuts. Almost a minute's furious hurry and the four wheels slide off, four more take their place, the nuts are driven home, the jacks unscrewed, and the car slowly turns through 180 degrees.

The Return Trip
For a second it stands while the twelve exhaust pipes spit flame and smoke and noise, then, with a quick jerky action, the golden machine gathers way stupendously, incredibly, the

exhaust note changes with the gears, the great machine increases speed, in one swift rush becomes a projectile screaming through the air, flies over the marked course, and, before the spectators can regain their breath, is gone.

It is uncanny, impossible, quite unlike a car made by human hands, much more like some extraordinary unknown immense lizard with more than an animal's speed, and more than a human intelligence.

The Time Announced
A moment's gathering at the timing instruments, a comparison of the typewritten strips, then an official makes the matter-of-fact announcement of a modern miracle—a man has travelled faster than ever man travelled before, England has regained the world's speed record, and months of strenuous work by hundreds of men, thousands of pounds of money, have achieved the desired end; thirty-one and a fraction seconds' furious action and an average speed of 231.362 miles per hour for the mile for two runs have been achieved.

Instantly the excited crowd swarms over the beach to cluster in one cheering group as the big car comes slowly back to the officials. It is a wonderful moment that, when, the task safely ac-

Motor Inventor Dead



David Blüch, who spent a fortune on his dream of "horseless carriages," is dead, nearly penniless, although the streets are alive with automobiles that bear his name. He died in Detroit at 74, of cancer, uncomplicated and defiant of the deal fate had given him.

Completed, a driver can lower his goggles and come slowly up to the wonderful welcome which an American crowd knows how to give. Not all the money in the world can buy its equal, nor would the successful champion change places with any living man.

Some three thousand miles away two men wait restlessly in a London office, their minds out at Daytona, wondering what has happened, not without foreboding. Abruptly the desk telephone rings, and right across half the world a well-known voice says, quite simply: "Daytona calling; this is Segrave speaking—it's all right, she's done it."

Segrave's Version
Over the telephone Segrave was extremely interesting. He said: "I took a run of about four miles to get up speed before entering the stretch across which the timing wires were laid, and for the first part of the run I was able to watch the rev. counter dial and change from first to

second and second to top exactly at 3,200 r.p.m. The commencement and the finish of the measured section were indicated by two big trestles 50ft. high, with a wire between them on which was suspended a large red arc lamp; this could be picked up roughly a mile away.

"When I could see the light I used the foresight—which Irving had put on the car in a place usually occupied by the radiator cap—and a rough form of back-sight, and though the great difficulty was to see the course properly these sights were very useful. As it happened, the weather was very bad indeed; there was mist lying in patches all along the course and the visibility in general was pretty bad—about three-quarters of a mile, in fact, though in places I could see for as much as a mile. That was why the arc lamps were so useful to show up the beginning and end of the course. The condition of the sand was very bad, certainly worse than when I went last time and I am told worse even than when Campbell made his record run. There was water on the sand for considerable stretches.

"The car behaved exactly the same each run, north and south, but on the first run water coming from a pipe near the engine began to spray over my windshield and I had to look out round the edge of the screen, which was not a very pleasant performance.

A Wise Precaution
"At the end of the first run—during which, by the way, the car handled extremely well—the mechanics changed all four wheels as a precaution and put in more water and more fuel in six minutes fourteen seconds, the trouble with the water pipe being cured at the same time. The wind during both runs was something in the nature of 20.25 m.p.h., and blowing dead on the side of the car all the time.

"One interesting point was that the cockpit during the whole run was free from fumes and quite cool—a big point, since engine fumes have a very bad effect on the driver, and it would be quite easy for the temperature to become unbearable if the design of the 'Golden Arrow' had not been right."

Maximum Not Reached

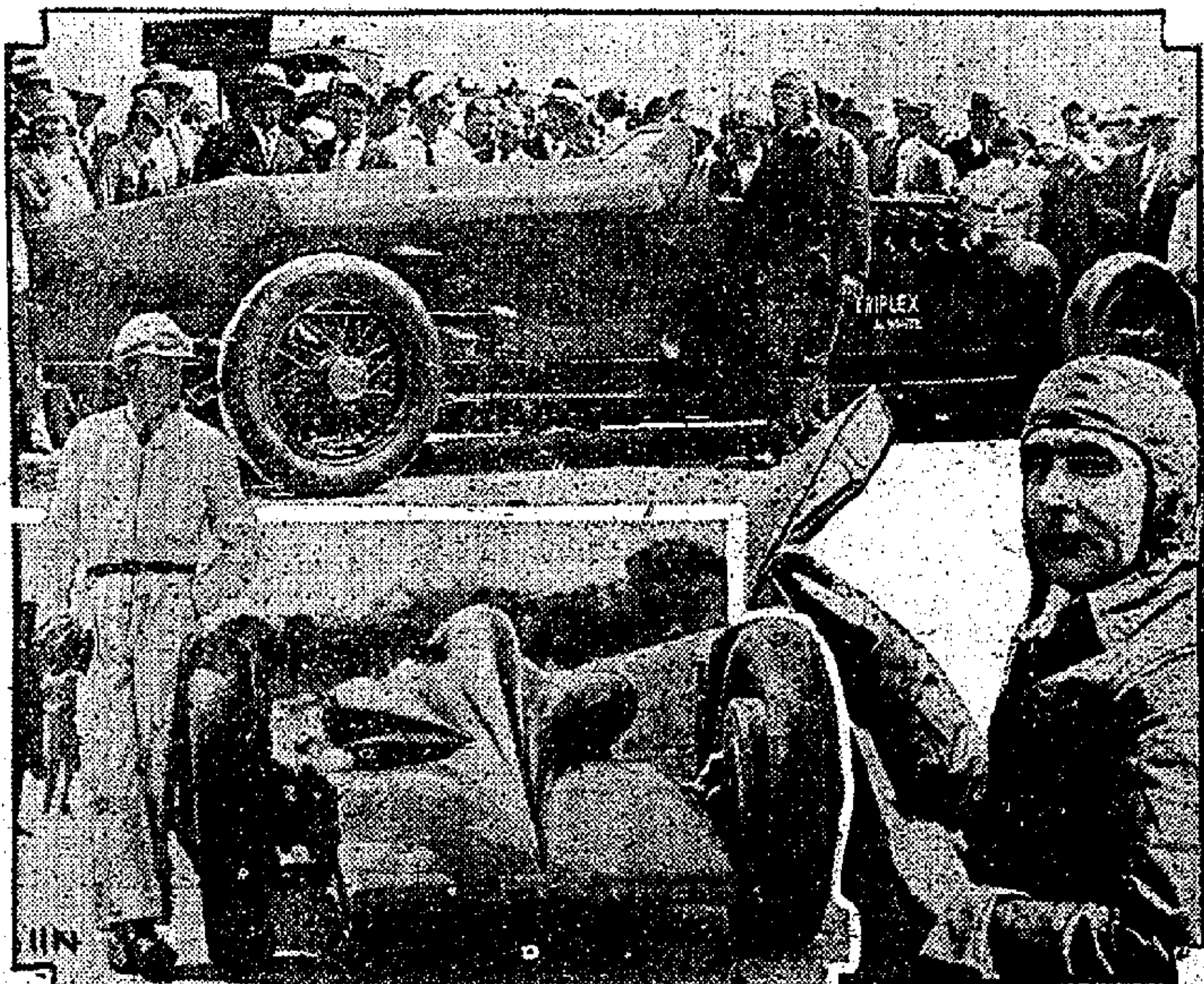
In answer to another question, Segrave said: "The car never reached its maximum owing to the conditions, and, given anything like good weather and smoother sand, I think—though it is extremely difficult to say—that some four or five miles per hour could be added to the present average. But I shan't go again unless the record is beaten by the White Triplex very shortly. My plans are to leave in two days' time to attempt the boat record, and then to sail for England on April 6."

Talking of the difficulties of the record, Segrave said: "The worst time was at the end of the second run when, just before the car crossed the line, it struck a bad gully and the wrench damaged one of the radiators, fortunately without slowing the car. The damage is being repaired at the present moment, and the car, inspected after the run, was in perfect condition and quite fit to attack records again. Probably the damage to the radiator was caused by the car slicing sideways and twisting the whole radiator unit."

"By the way, during both runs it was quite impossible to hear a sound from the exhaust pipes, although they are in front of the

(Continued on Next Column.)

America's Turn to Beat Record



Major Sir H. O. D. Segrave (lower left) raised the record on the world's auto speed from 207.5 to 231.3 miles per hour. His "Golden Arrow" flashed over the marked course almost faster than the eye can travel, almost four miles a minute. J. M. White (lower right), American sportsman, is still optimistic that his Triplex, top, which set the former record when driven by Ray Keech, can push the mark even higher.



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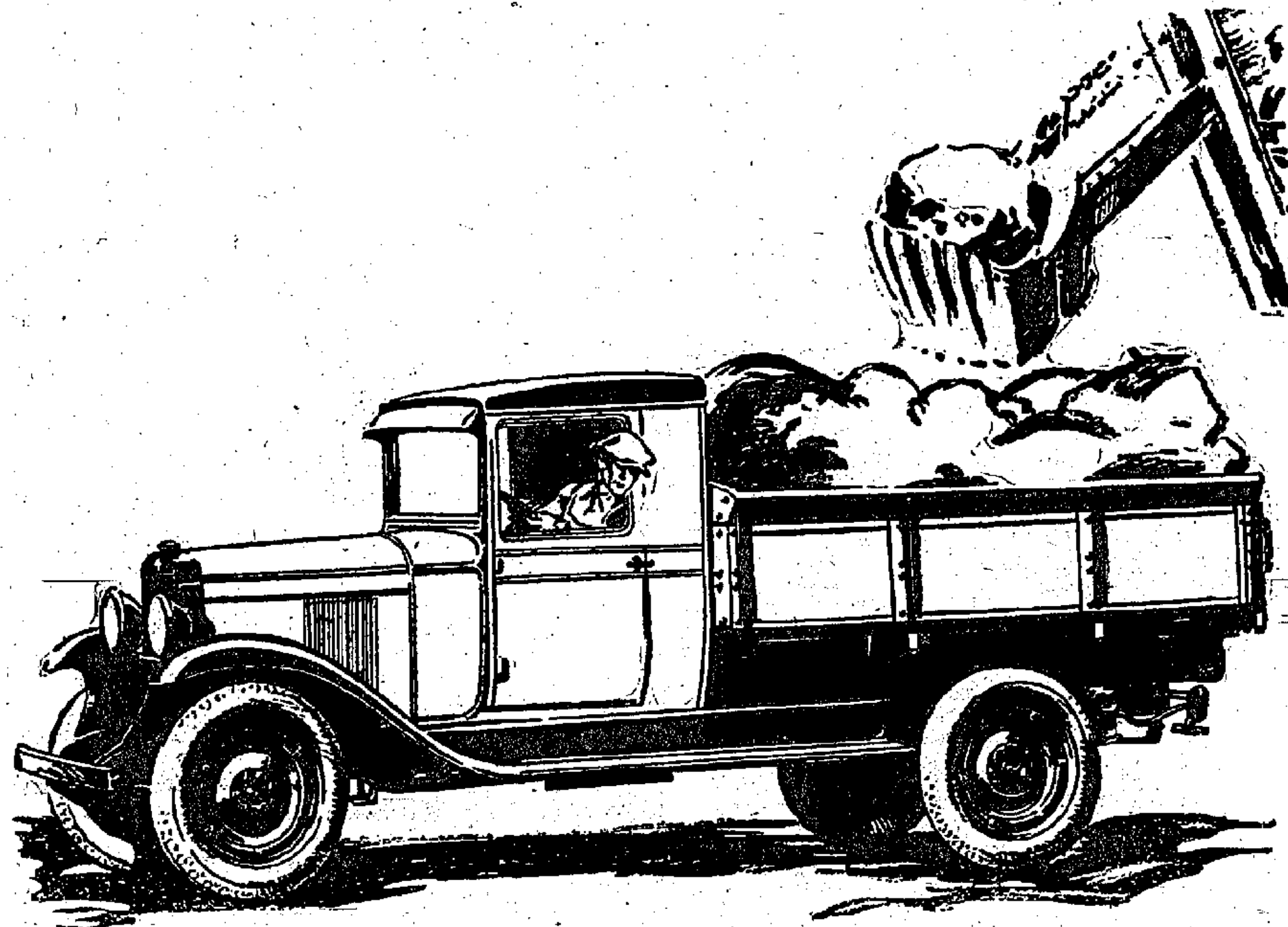
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car, because of the roar of the wind past my ears."

Asked about the White Special, Segrave said: "The car is to go out to-morrow, but the weather at the moment is getting steadily worse and there is a good deal of rain. The car should be driven either by Bob McDonough, whom you know well enough, or by Lee Bible, who is what they call here an 'outlaw' driver, or by Deacon Litz, who drove a Miller at Indianapolis. Duray is not driving, and the car has had a certain amount of mechanical trouble, though that will probably be got right. The people over here gave my car a wonderful reception, and I have had every possible assistance in every way."

The Actual Times

The actual times are interesting. The first run over the kilometre gave an average of 875 k.p.h., and over the mile, 231.511 m.p.h., slightly faster, that is, over the kilometre than the mile, the average being just over 233 m.p.h. On the second run the speed was slightly lower, the average over the kilometre being 369.939 k.p.h., and the average over the mile 231.213 m.p.h. so that the record now stands for the mile at 231.362 m.p.h., and for the kilometre at 372.478 k.p.h., and actually the highest speed is for the kilometre by a minute fraction. It will be noticed that there is not a great deal of difference between the two runs, which shows that the wind was not helping the car one way or the other, but being a side wind, was impeding it in both directions.

Tyres' Stout Work

The tyres were in extraordinarily good condition, but were changed as a matter of precaution.

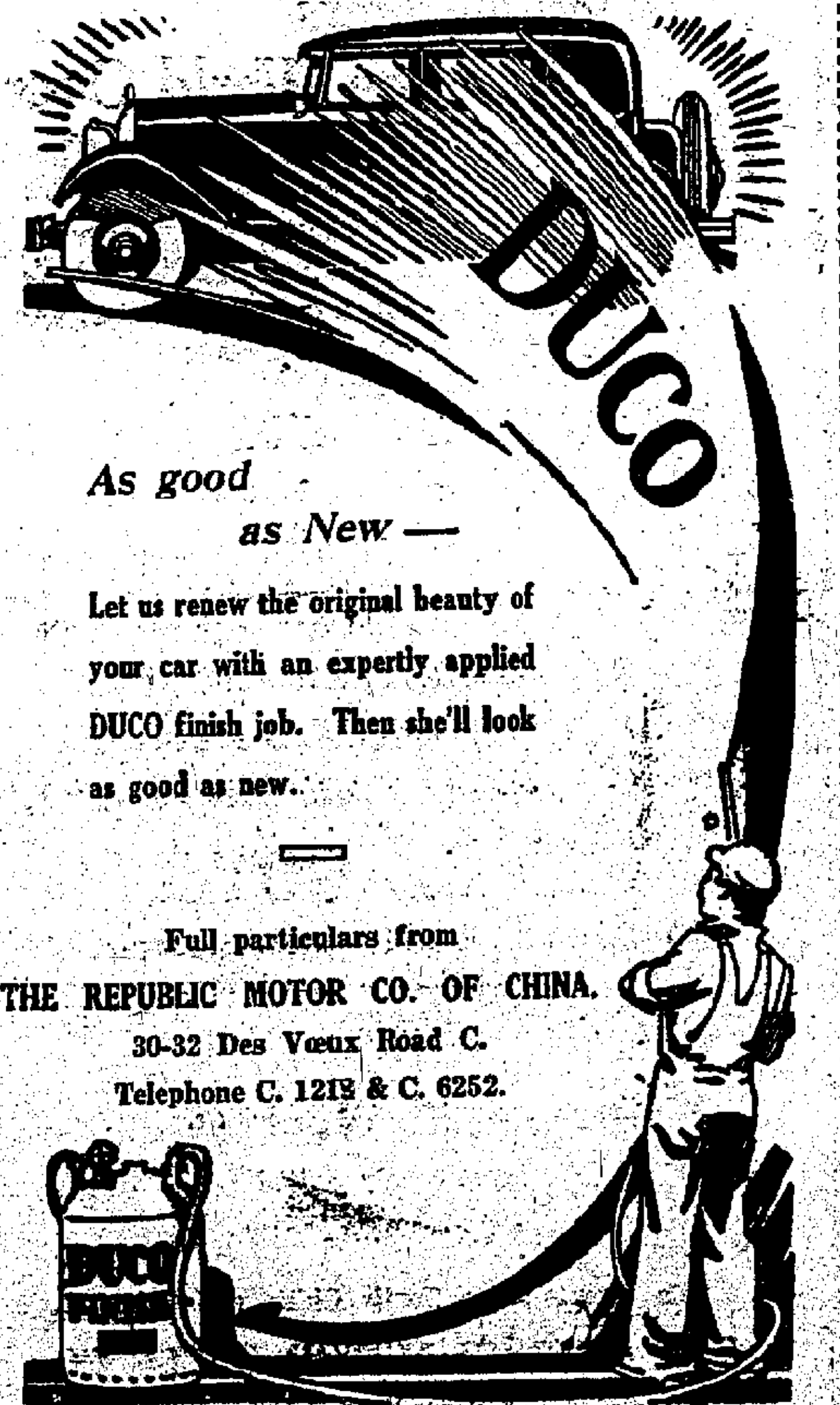
Quite apart from the magnificence of a record which puts the speed up some 24 m.p.h. when it is already exceedingly high, one of the best features of the whole attempt is that it was essentially a sporting effort. An immense debt of gratitude is owed to the man who provided the funds which alone made the attack possible, and who, following the best traditions of sportsmanship, prefers to remain in the background, anonymous, and who also made it possible for the whole thing to be accomplished without appealing for money either as a bonus or otherwise from such suppliers of material as were willing to contribute.

There may be certain technical lessons arising from the record, but if there are they are entirely overshadowed by the sporting side of the affair and by the undoubted and immense gain in prestige for this country's drivers and for this country generally. Segrave's achievement will go down in history, and really can only be judged when an accurate historical perspective has been established; but it certainly ranks in effect, with the successes of other great adventurers whose names are household words to-day.—"The Autocar."

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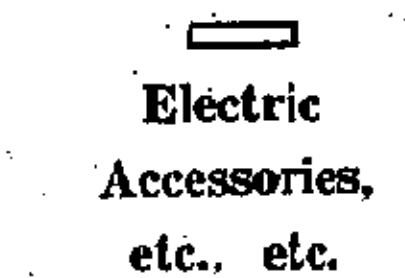
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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

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REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

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PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

BOOMING INDUSTRY

TOWN WHICH MAKES MOTOR CARS

A "Daily Express" special correspondent writing on a visit to Coventry says: More motor-cars are being built in Coventry this present month than at any previous time in the industrial record of the city.

The peak of production is rising steadily, and sales are keeping pace with output. At least four great works are turning out from forty to fifty per cent. more cars than in the comparative period of last year, and one of the most encouraging signs is the exceptionally good demand for British cars from abroad. Slowly and surely the Coventry motor firms are pushing their way into overseas markets.

Everywhere in the city one hears "big figure" talk. There is a great new works, which when running fully, will make no fewer than 6,000 engines a week. One factory, at the moment, completes 1,800 engines each five and a-half days, and there are several others where finished motor-cars are taking the road at the rate of from 200 to 500 a week.

Machine-Tool Factory

It is not only in motor-cars that Coventry is doing well. There is—lately completed—on the outskirts of the town the largest and finest machine-tool factory in the world, to which orders are coming from every continent. The machine-tool trade is a "barometer," for when that trade is busy it means that there is a general stimulus to every class of manufacturing and engineering. Machine tools are the raw-material of works equipment.

A hint was given to me in the city of a wonderful new capstan lathe which is still a Coventry secret. That lathe, I was told, will simplify seven separate operations in motor making down to one. It will—should its promise be fulfilled—have to be installed in every motor works and in most other machine shops in the world. It is said to be a "revolution" in machine tools.

Other industries in Coventry are booming. Thousands of men and girls are making artificial silk—the largest factory in the town is for artificial silk.

All the little tabs and labels which tailors, hosiers and drapery houses put on their garments are made here, and business is particularly brisk. Then, too, Coventry produces equipment for automatic telephones, and a great deal of this material is being shipped abroad—to Australia, Africa, and other parts of the British Empire.

Unemployment Reduced

Unemployment in Coventry is substantially down in relation to last year. The total is just 2,000, including people on part time, which is remarkably good for a total population of more than 160,000 with 62,000 workers on the insurance registers. That 2,000 at present unemployed includes a percentage of unemployed, and also a certain number of skilled men, who drift between the various works and periodically take a vacation, "on the dole."

Another fact to be remembered is that nearly 18,000 people—according to a recent municipal census—come into Coventry each morning to work from Birmingham, Leamington, Warwick, Nuneaton, and the surrounding districts.

Juvenile workers are doing extraordinarily well. There is only one boy, registered as unemployed in Coventry, and that is because he wants to be an analytical chemist, and vacancies for embryo analytical chemists are not frequent thereabouts. There are also fewer than a dozen girls, under the age of eighteen, "out."

A lad called recently at a motor factory for a job and was asked what he had been doing. "I've been on the drilling," he answered. "Why did you leave your last job?" questioned the shop manager. "Oh, I could only earn thirty shillings a week there," said this boy of fifteen, "and it wasn't good enough."

That incident is typical of others, all of which illustrate the good times in Coventry.

Seasonal "Boom"

Without question, taking every aspect into account, it is the most prosperous of all the great industrial towns. Of course, the "boom" in the motor trade is seasonal. As summer approaches the demand falls off. Practically all the motor-cars which are likely to be wanted have been made. Then there is a lull for several months, when the unemployment figures will mount.

Even so, with motor-car making having its natural up and down periods, the other industries of the city keep steadily prosperous the whole year round. Any slackness on the "swings" is compensated for by activity on the "roundabouts." That is why Coventry is the best-paid and most fortunate of the manufacturing centres.

Here is an example of what the men and the girls in the Coventry works can earn. The factory is one with 2,000-odd hands. Its pay sheets drawn out for a week showed that the average earnings throughout the whole establishment were £5 a week per head, excluding members of the administrative and office staffs and every one from a foreman upwards. The £5 average was an average for the workers in the shops.

Insurance Gift

One firm was so pleased with its employees recently that a fully paid £100 life insurance policy was given to every one who had been on the pay roll for five years. Most of the factories work on a bonus piece-work system, so that when orders are flowing in the men and the girls have a share in the prosperity of their employers. A good man in a motor building shop will earn £8 to £10 a week.

The Coventry girls deserve a special mention of their own. Go round to any of the machine shops, where hundreds of girls from fifteen years of age upwards are working at complicated, whirling machines, and the works manager will say that no girls in any other town in Britain are as good or as thorough as the Coventry girls.

The skill has been born in them from a long line of craftsmen forefathers. A large number of the girls take a fine pay packet home with them on exchequer day.

KING'S AMBULANCE

From the point of view of the doctor particular interest attaches to the construction of the motor ambulance chosen for His Majesty's journey from Buckingham Palace to Craigweil House.

The body of the ambulance was specially designed by Mann Egerton and Co., Ltd., of Norwich and London, consulting engineers to the Medical Insurance Agency, and built by them on to a 45-h.p. Daimler chassis. The bed, which is placed on the right, is made to slide in and out of the car; should the need arise it can be turned about without disturbing the patient. For those in immediate attendance on the patient there is an armchair on the left at the head of the bed, and at the foot an upholstered seat. A dark green carpet covers the floor; there are three large windows fitted with blinds, and there are two electric lights. By means of a special electric heating apparatus and an electric fan the temperature inside the ambulance can be regulated at will. A mahogany and nickel hand-basin is supplied with water from a tank. A single swing-door, with glazed window, gives access from the back of the car. Exhaustive tests had proved this ambulance to be capable of carrying the patient in comfort while maintaining a high average speed. The accompanying illustration shows the interior as seen from behind. These ambulances are supplied by the Daimler Hire Company, of Knightsbridge, S.W.

LOVELY LINES!!
SURE
IT'S A
"VAUXHALL"

Get behind the wheel!
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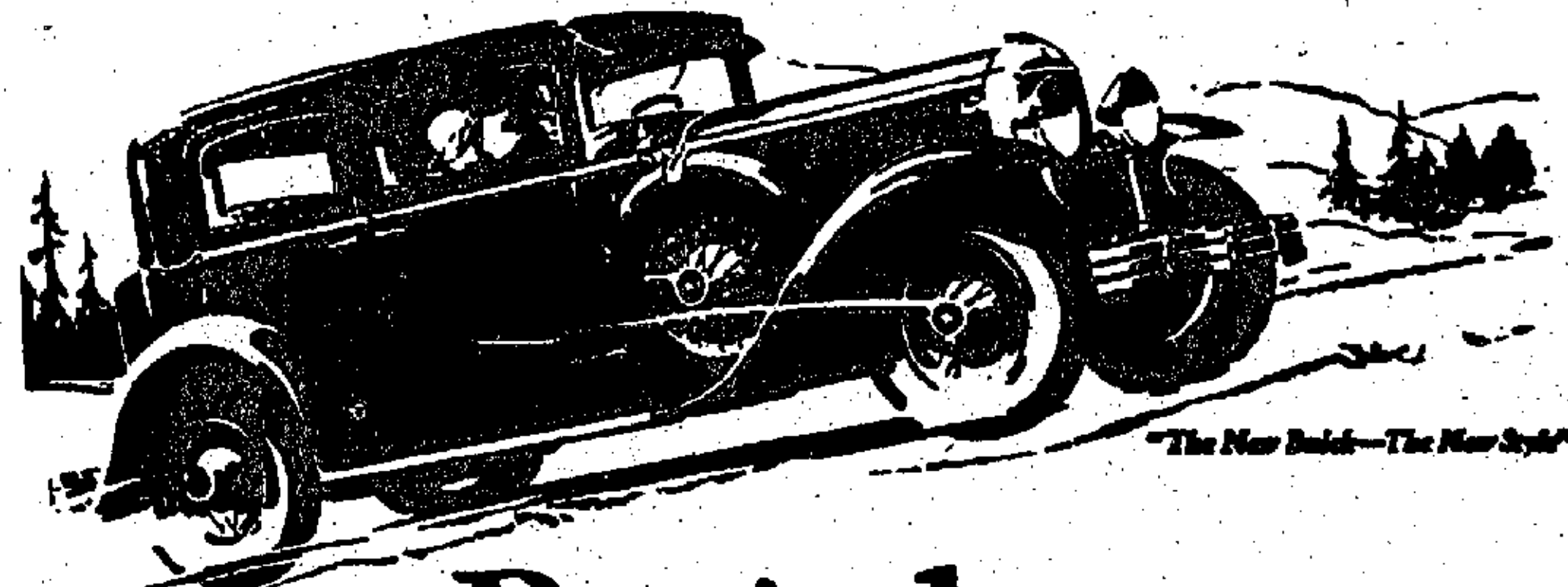
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Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



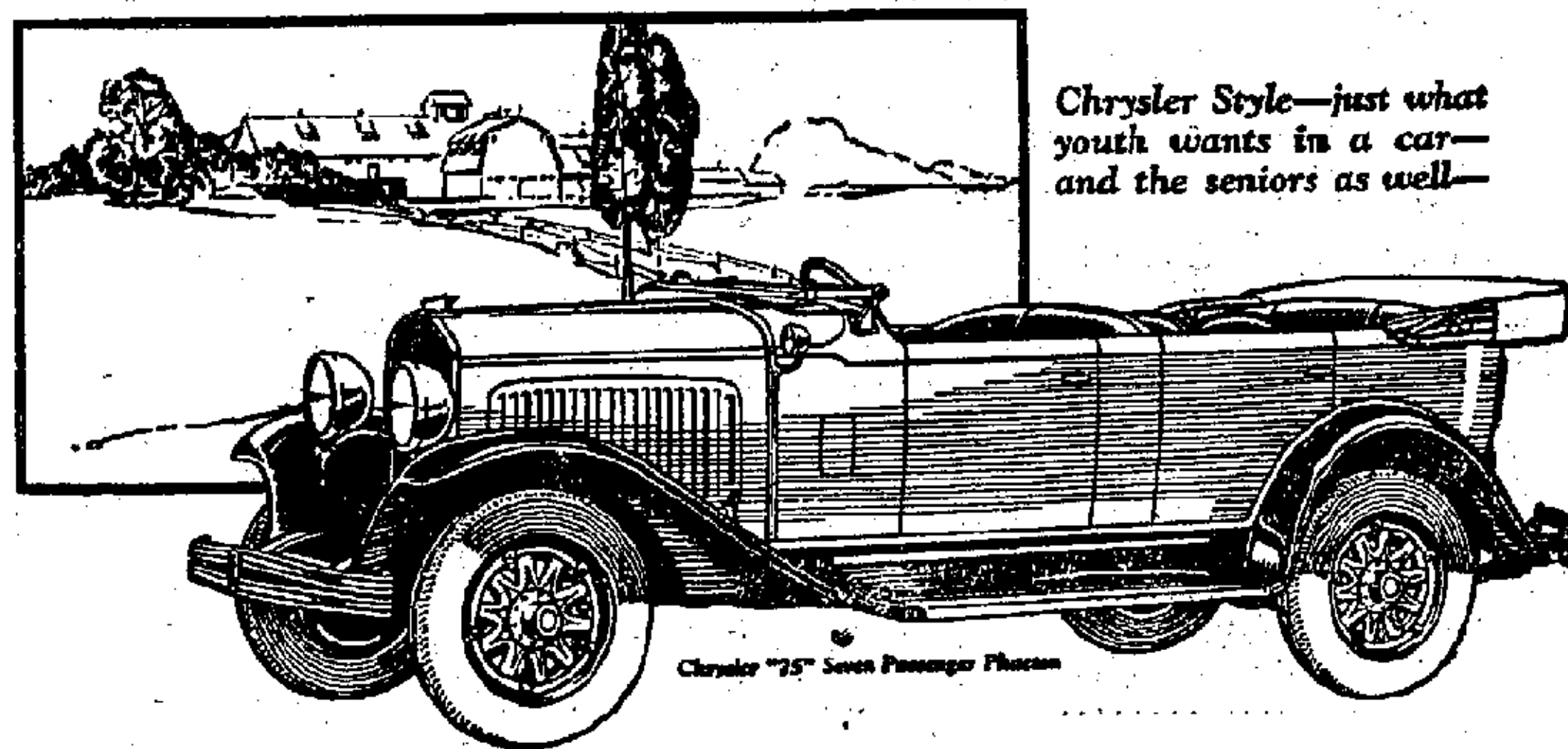
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WITH MASTERPIECE BODIES BY FISHER

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

CHRYSLER



Chrysler Style—just what youth wants in a car—and the seniors as well—

A car that
suits the whole family

WHEN the family car is a Chrysler, there isn't any division of opinion in that household—because the Chrysler has all the things that the whole family likes.

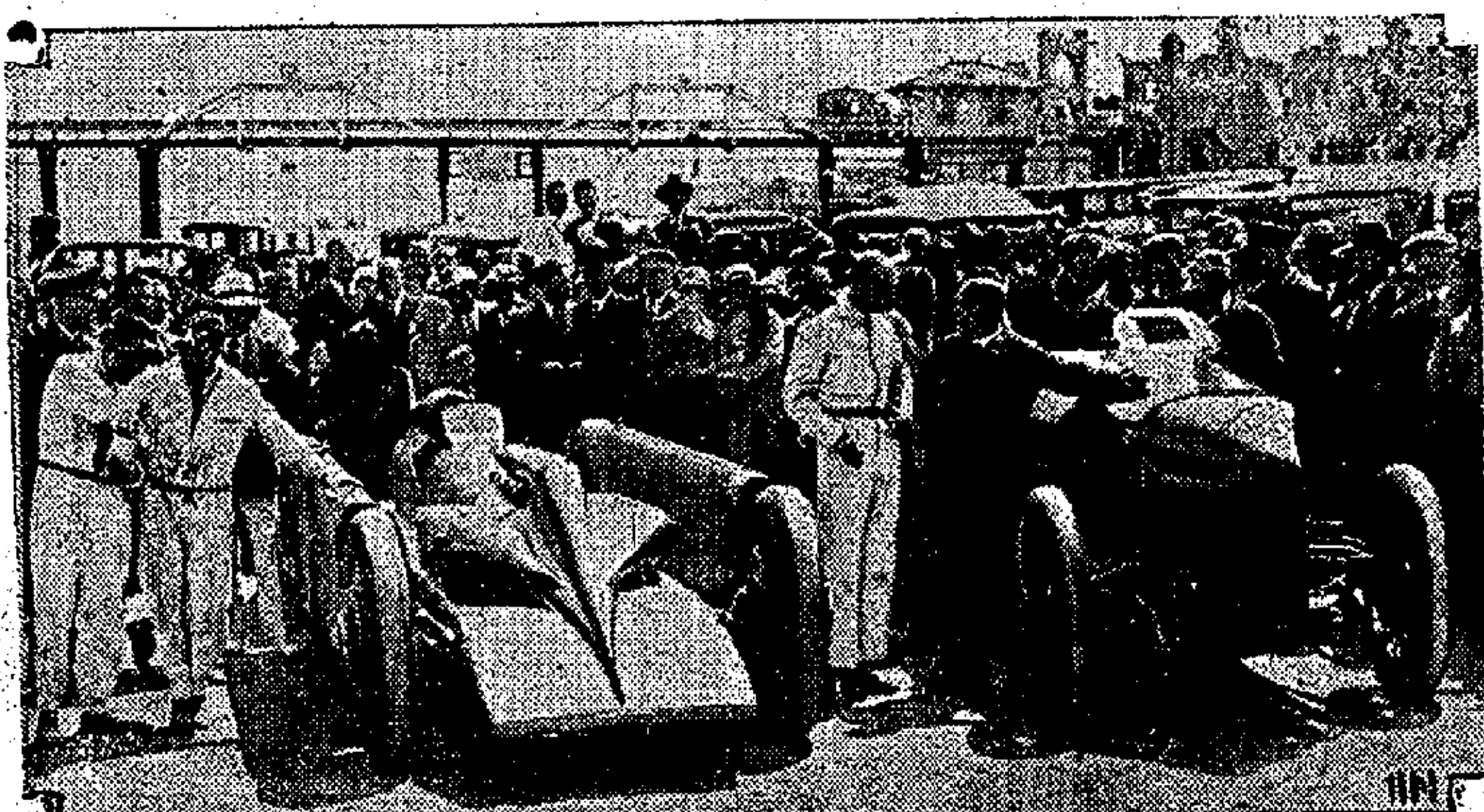
Chrysler's distinctive new style and lively performance are just what youth wants in a car—and what the seniors desire as well.

Chrysler has the comfort and roominess that everyone desires—yet Chrysler cars have grace and symmetry, avoiding the bulky and the cumbersome.

Furthermore, once bought, the Chrysler—whether "75" or "65"—has the sturdiness and dependability which keep maintenance at the minimum and mileage at the maximum.

So from every angle of looks and service, the Chrysler is the car for which the whole family votes as a unit.

Speed Demons Break Speed Records



Major H. O. D. Segrave, left, with his "Golden Arrow" and J. M. White, right, with his "Triplex" at Daytona, Fla., where they endeavored to exceed the world's record of 207.5 miles per hour made in the "Triplex" by Ray Keech. Major Segrave was successful in this and also in annexing the world's speedboat title with his "Miss England."

THE REPUBLIC MOTOR CO. OF CHINA.

30-32, Des Voeux Road C.

Telephone C. 1219 & C. 6252.

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1845

HONG KONG. THURSDAY, APRIL 18, 1929.

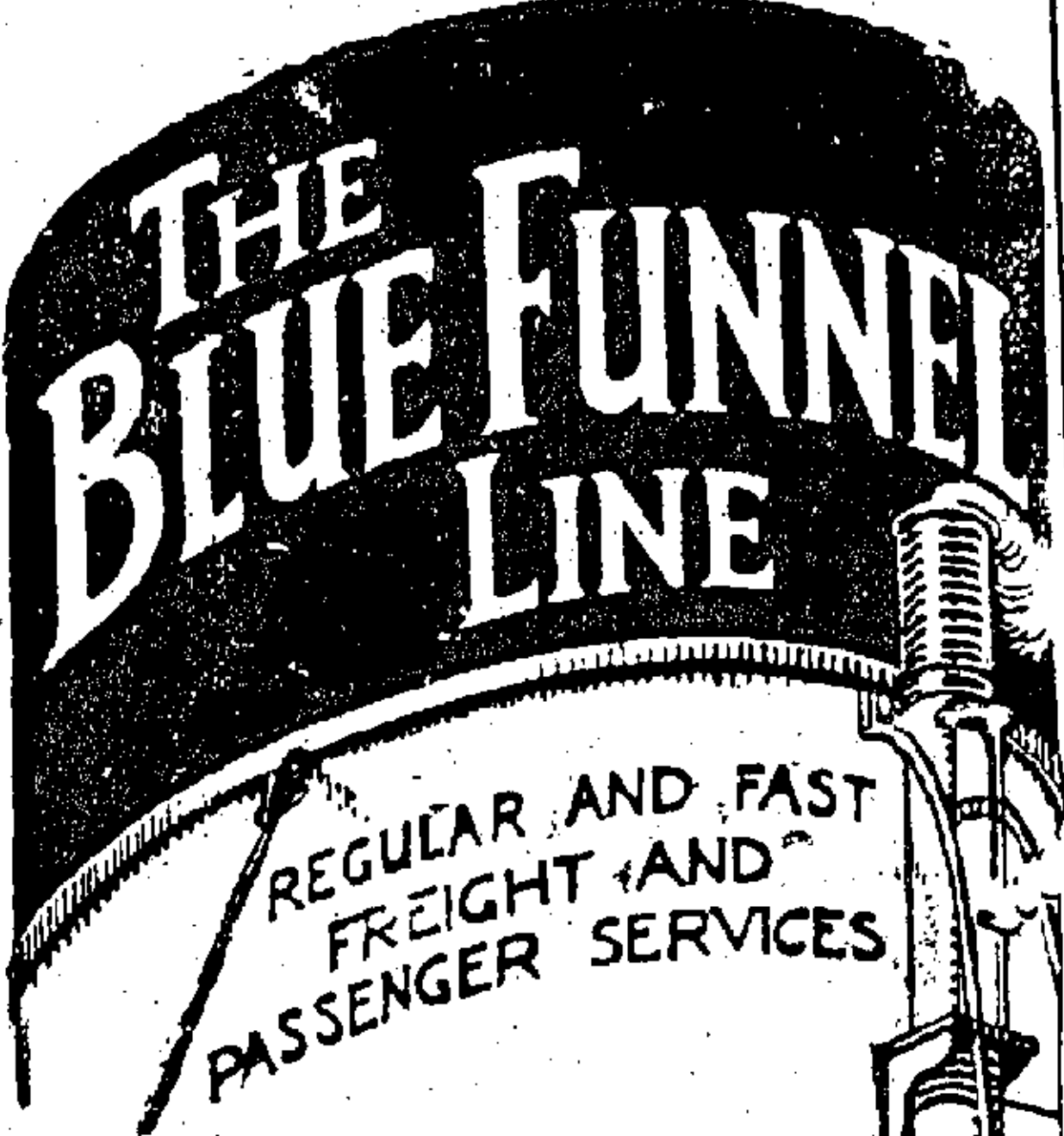
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"ASPHALION" 2nd June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

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"TALITHYBUS" 30th Apr. Victoria, Vancouver & Seattle
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NEW YORK SERVICE

"RHEKOR" 8th May New York, Boston & Baltimore
"NELEUS" 5th June New York, Boston & Baltimore

INWARD SERVICE

"PELEUS" Due 24th Apr. For Shanghai, Kobe & Yokohama
"PERSEUS" Due 29th Apr. For S'hai, Moji, Kobe, Y'ama & Otaru

PASSENGER SERVICE

"HECTOR" 15th May Singapore, Marseilles & London
"AENEAS" 11th June Singapore, Marseilles & London

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POST OFFICE NOTICE.

The Hong Kong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From THURSDAY, APRIL 18.
Shanghai & Amoy Yingchow
Australia and Manila Kaga Maru
Canada, U.S.A., Japan, Shanghai and Europe
via Siberia (London, 25th-29th Mar.) Empress of Russia
FRIDAY, APRIL 19.
Shanghai Karmala
Japan and Shanghai Kitano Maru
Europe via Negapatam (Letters only, London, 21st March) Vogtland

SATURDAY, APRIL 20.
Shanghai and Swatow Soochow
U.S.A., Honolulu, Japan, Shanghai & Europe
via Siberia (London, 30th March) President Wilson

SUNDAY, APRIL 21.
Europe via Negapatam (Papers only, London, 21st March) Ganges Maru

OUTWARD MAILS.

THURSDAY, APRIL 18.
Bangkok Botnia 3.30 p.m.
Manila Everett 3.30 p.m.
Saigon Prominent 3.30 p.m.
Sam Shui and Wuchow Kochow 4.30 p.m.
Saigon Borneo 5 p.m.
Hoihow Michael Jensen 5 p.m.
Amoy Namsang 5 p.m.
Shanghai and Europe via Siberia Glaucus
Registration Apr. 18, 5 p.m.
Letters 6 p.m.

FRIDAY, APRIL 19.
Japan Kaga Maru 9.30 a.m.
Java via Batavia Tippanas 10.30 a.m.
Japan Rakuyo Maru 10.30 a.m.
Swatow, Amoy and Foochow Haiyang Noon.
Manila Empress of Russia 3.30 p.m.

*Straits, *Ceylon, *India, *Mauritius, *L. Marques, *E. & *S. Africa, *Egypt and *Europe via Marseilles

Karmala (Due Marseilles, 18th May.)
K.P.O.
Parcels Apr. 19, 4.30 p.m.
Registration Apr. 20, 9 a.m.
Letters 10 a.m.
G.P.O.
Parcels Apr. 19, 5 p.m.
Registration Apr. 20, 9.45 a.m.
Letters 10.30 a.m.

Kitano Maru (Due Marseilles, 20th May.)
K.P.O.
Registration Apr. 19, 4.30 p.m.
Letters Apr. 20, 9 a.m.
G.P.O.
Registration Apr. 20, 8.45 a.m.
Letters 9.30 a.m.

*Correspondence bearing vessel's name only.

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UPROAR ONCE MORE IN AFGHANISTAN

TRIBAL OUTBURST

HEAVY FIGHTING REPORTED AT SHAKABAD

WOUNDED IN KABUL

Calcutta, Yesterday.
Heavy fighting is reported at Shaikabad, 40 miles from Kabul between Amanullahites and Bachel-sakkaotes with heavy casualties. The Kabul hospitals are crowded with wounded.—Reuter.

AMANULLAH'S BID

ARMY RISING TO ASSIST HIM

BIG ADVANCE ON KABUL

Moscow, Yesterday.
A report from Kushka states that ex-King Amanullah's main forces have advanced seventy-two miles toward Kabul from Kandahar. He has captured Kalati Gilzai, two hundred miles from Kabul. Ex-King Amanullah is transferring his headquarters to Kabul. A considerable army is forming in the heart of the province to assist him.—Reuter.

"A ROGUE"

SUSPECT AT GODDARD'S HOUSE

SIX MONTHS' SENTENCE

A sentence of six months' hard labour was passed at the London Sessions recently on William Kimberley, 37, commission agent, who came up for sentence as an incorrigible rogue, having been convicted at the South-western Police-court of being a suspected person found loitering.

On January 23, when the trial of ex-Station Sergeant Goddard was proceeding, the maid at Goddard's house in Streatham received a telephone message stating that Mrs. Goddard had been taken ill at the Old Bailey and she was to go there at once. Being suspicious, the maid rang up the police, and detectives went to Goddard's house in a motor-tandem. There, they said, they saw Kimberley loitering. When he noticed them he walked away and threw a brown paper parcel over a fence into a garden. This was found to contain a jemmy.

Detective-sergeant Bush said Kimberley was sent to a reformatory when he was 16, and several convictions had been recorded against him since then. At Old-street Police-court in January, 1920, he was bound over on a charge of being a suspected person. At Liverpool, in 1911, in the name of William Williams, alias Kimberley, he was charged with being a suspected person, and there were also two charges against him of assaulting policemen. Under three charges he was sentenced to four months' hard labour.

There were no convictions for dishonesty against Kimberley since 1920, added the officer. Recently he had been working as a "tictac" man on dog-racing tracks.

THE KING

SEA-MIST KEEPS HIM INDOORS

STILL IMPROVING

London, Yesterday.
The King passed a good day. His Majesty spent the whole morning sitting and walking in the grounds of Craigwell House. The Queen accompanied the King when he walked through the grounds. The King had hoped to go out again this afternoon but the thick sea-mist developed during lunch and prevented His Majesty from again going out.—British Wireless Service.

WAR DEBTS

(Continued from Page 1.)

governments regarding revision and amendment of treaties which had been found to inflict hardship and was the practice of denouncing treaties altogether unknown.

"Perfectly Absurd"
It was perfectly absurd to say the agreement entered into by one Government should be binding on a future government to accept and never to say that by negotiations it could not be changed.

That was what he meant when he said to that if circumstances arose when the Labour Party was in office and the question of amendment or revision of allied debts arose then they would consider themselves free to enter into negotiations to revise and alter the Balfour Note.

"Reckless Remarks"

Sir A. Chamberlain and Mr. Churchill castigated Mr. Snowden's reckless remarks, the former urging Mr. Ramsay MacDonald to tell the world that whatever Party were in office England would keep her word. Mr. Runciman declared that the Liberals would not depart from the international contracts made by the Government of the day.

Mr. Snowden reiterated that Labour favoured an all-round cancellation of the debts and reparations, but he would not repudiate the Allied Debt agreements.

Business or Sentimentality

Mr. MacDonald explained all that Mr. Snowden had in mind was whether the Balfour Note, when considered as a business proposition, not as a demonstration of fatuous sentimentality, was inimical to Great Britain. They were entitled to consider that.

Mr. MacDonald reiterated Labour's determination to adopt a generous attitude in the matter of inter-allied debts as part of a general settlement of reparations.

The House then proceeded to discuss the Budget.—Reuter.

IN HUNDREDS OF MILLIONS

GERMANY'S DEBT

WHAT THE ALLIES HAVE NOW DECIDED

COUNTER PROPOSAL

Paris, Yesterday.

Dr. Schacht presented counter-proposals to the Reparations Committee, which will be discussed tomorrow.

The figures are secret but it is understood the creditors have proposed 58 annuities of 2,200,000,000 gold marks, whereas Dr. Schacht suggests 37 annuities of 16-17,000,000 gold marks.—Reuter.

SPEED RECORD

MALCOLM CAMPBELL STILL CONFIDENT

SOON TO TRY

Capetown, Yesterday.

Captain Malcolm Campbell, who will make an attempt on the motor speed record, has left for Verneuk Pan.

He is most confident of success, and most impatient to get his attempt at the land speed record finished.—Reuter.

HOME ROMANCE

A WEDDING FOLLOWS AN INQUEST

LETTER OF SYMPATHY

There was a romantic touch about the marriage in Barrow of Mr. John Eastham, aged 69, of Church-street, Barrow, and Miss Minnie Gertrude Lea, aged 70, of Homewood-road, Mitcham, Surrey.

Mr. Eastham last October read an account of an inquest on Miss Lea's sister and wrote a letter of sympathy. A correspondence followed, Miss Lea asking Mr. Eastham if he was in want of a housekeeper. He replied that he was not, but wanted a wife.

The two exchanged photographs and eventually Mr. Eastham proposed. The pair met for the first time in St. George's Church, Barrow, for the ceremony.

Miss Lea's sister, who is 72, was a bridesmaid.

Their father, a doctor in Battersea, S.W., died 40 years ago, and Miss Lea and the dead sister, who was 80, had struggled to live on a few shillings a week since then, refusing to draw the old-age pension.

'BUS TURNS OVER

13 BARNESLEY MINERS INJURED

Thirteen Barnesley miners were injured when a motor bus in which they were riding to work overturned. Two of the men were detained in hospital.

The bus struck the back wheel of a bicycle, and overturned in swerving to avoid another cyclist. The cyclist and the driver of the bus escaped injury.

ROMANCE FROM THE PAGES OF A MASTER ROMANCER!

Samuel Goldwyn presents

RONALD COLMAN

Joseph Conrad's Famous Story of Adventure in the Java Seas!



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D. W. GRIFFITH

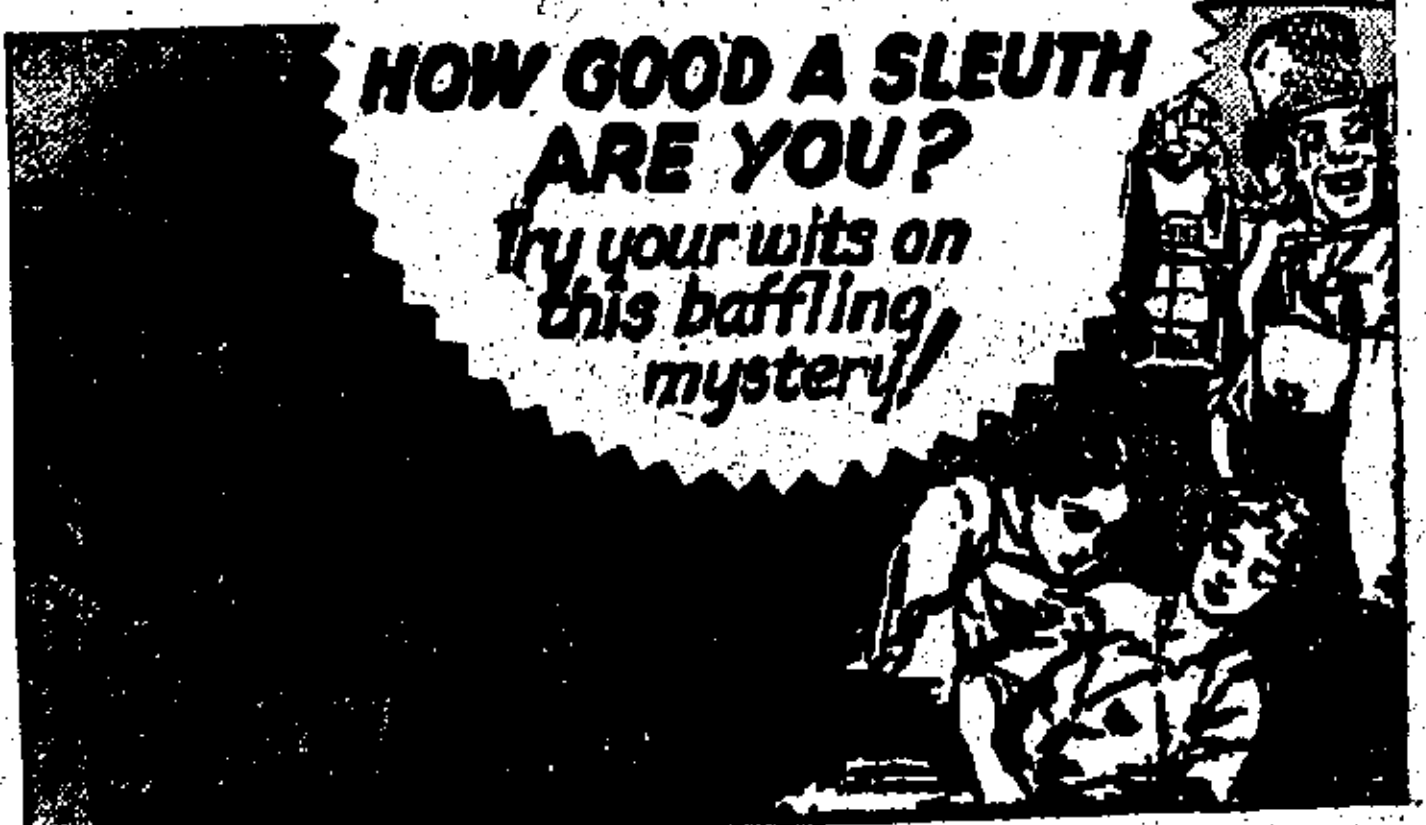
Presents

SALLY OF THE SAWDUST

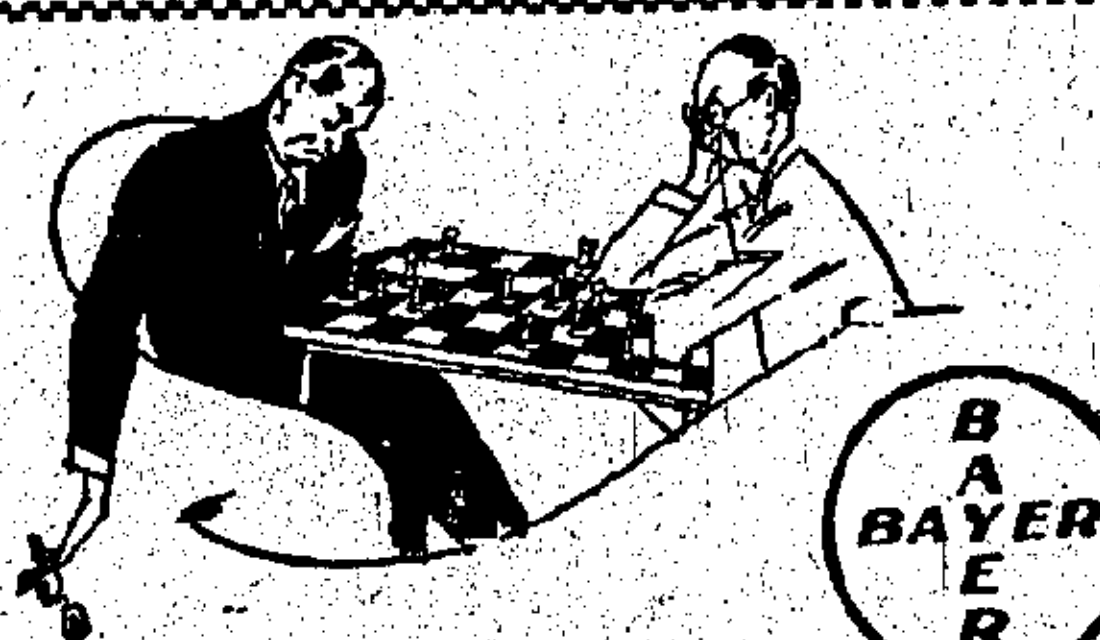
With W. C. FIELDS and CAROL DEMPSTER

AT THE WORLD FINAL SHOWINGS TO-DAY At 5.15 & 9.20.

2.30 & 7.15, Chinese Picture with English Titles, "The Scarlet Maid"



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